

1915

N.W.P.R.H.
M.W. So. Div.

T-20

TRANSIT BOOK

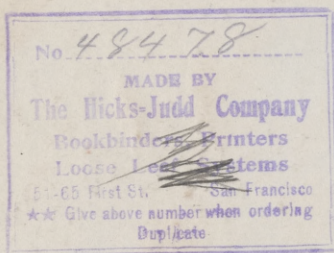
14.113.0090

O.K.

816

4' inside prop

200
100
100



775

1130
775
83790
16

120
83790
9

350
83790
113
775

141.5

78.7

20.2

Tiburon	47	Location, Watertank, Pile Bulk, Old Sewer line	6-10-15
"	48	" three throw stub switch.	6-12-15
"	49	" Cottage #8 ✓	6-10-15
Chapman	50-51	" Signals, Insulated Joints - oct, ✓	9-10-15
Hay stack	52-54	Alignment Notes ✓	10-19-15
McNear	55	Fencing along Track (spur) ✓	10-19-15
Bohemia	56-57	Foot Path ✓	10-14-15
FULTON	58	Shed + PLATFORM on Winery Spur	5-19-16 ✓

Tosca	33	Plan & X-Sections for Prop. Exten. of Spur. ✓	3-18-15
Healdsburg	31	Location of New 2" Water Meter. ✓	3-18-15
Geyserville	22	General & Detail Plan of Ground Floor of Depot ✓	3-18-15
Healdsburg	32 & 34	Final Location & Gradient on Shell Co Spur. ✓	3-18-15
Cotati	16	Depot Plan - General & In Detail - ✓	5-7-15
Tiburon	35-a	Location New Lantern Ho. - ✓	5-11-15
"	35	Location New Drop Pit in Round Ho. ✓	5-11-15
"	36	Material in Tracks 28 & 29 - ✓	5-11-15
"	38	Location of New 8" Server - ✓	5-11-15
"	39-a	Location New Brick Work Around Stationary Boilers. ✓	5-11-15
Cotati	40-A1	Location New Ho. Tr. Switch, Louis Spur - Louis Plat. Store. Bcn ✓	5-7-15
"	42-a	Clearances to Stock Chute & Height of Water Spout ✓	5-13-15
Santa Rosa	43-44	Buildings, Fences, Track - Along 6th St. ✓	5-13-15
"	45-46	Material in Yard Tracks - ✓	
Tiburon	37	Location Fire House - Tracks at West End of Yard ✓	5-7-15

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San Rafael	Page 1	Alignment At "B" Street - East -	1-19-15
Sebastopol	" 2	Berry Growers Ass'n Spur -	1-19-15
Pieta-Fountain	" 546	Alignment Following Washout -	2-11-15
" "	" 748	Trial Levels & Top of Rail Stakes After W. Out. -	2-12-15
Laughlin	" 9410	Show. New Location Siding, Depot, Etc. -	2-9-15
"	" 11-a	Ground Plan Depot -	2-9-15
Pieta-Fountain	" 17418	Typical X-Sections Show. Relat. To River -	2-12-15
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El Roble	" 21	" " " " " " -	2-13-15
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Healdsburg	11	Location Flagman's Ho. At West St. -	3-18-15

610+00

54° 30' 45"

6° 23' 1/2"

609+50

3° 53' 1/2"

New rail = MARYLAND 1900 -
65#

609+00

1° 23' 1/2"

608+72³

B.C. 10° R+

582° 31' E

596+87⁴

EC

"B" St San Rafael.

Jan. 19-15

(1)

613+89⁹ E.C.

613+50

613

T.C. 15°02'

J.F.B

GLB

J.F.F

612+228

11+697

531

612+22⁸ B.C. 9°A+

612+00

Curve?

Post = 5'8"

611+69⁷ E.C.

14°52'1/2

611+50

13°53'1/2

611+00

11°23'1/2

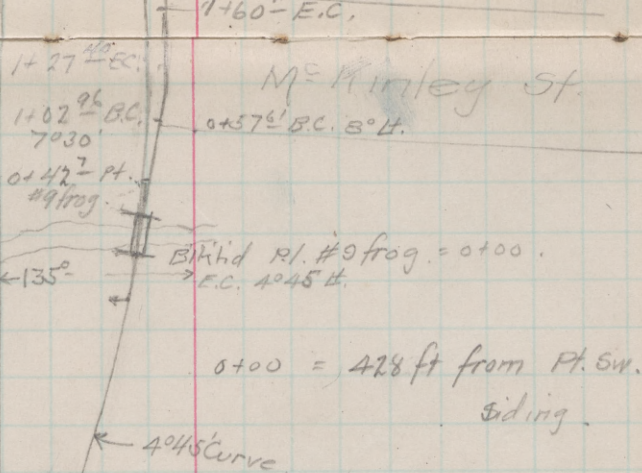
610+50 Δ

8°53'1/2

Caps on trestle are long enough
for frog layout.

Material required is additional
stringers on Sw. ties.

Sta.	+	-	Elev.	Grade.
B.M.	4 ⁵	14 ⁵	10 Ass.	
0+60.		4 ³	10 ²	10 ²
1		4 ²	10 ³	10 ²⁰¹
+50		4 ¹	10 ⁴	10 ³⁹
2		3 ⁹	10 ⁵	10 ⁴⁹¹
+50		4 ⁰	10 ⁵	10 ⁶⁰⁶
3		3 ⁸	10 ⁷	10 ⁷⁴¹
+30		3 ⁶	10 ⁹	10 ⁹



Sebastopol.

Berry Growers Spur.

Jan. 1915.

(A.E.B.) (W.N.A.)

(2)

0+00 = E.C. $4^{\circ}45'14''$

0+00 P.O.T. = P.I. #9 frog.

Berry Spur.

0+00 P.O.T.

0+57⁶¹ B.C. $8^{\circ}14''$

$\Delta = 8^{\circ}12'$

St = 49⁷⁹

1+60¹¹ E.C.

Spur.

0+00 = P.I. #9 frog.

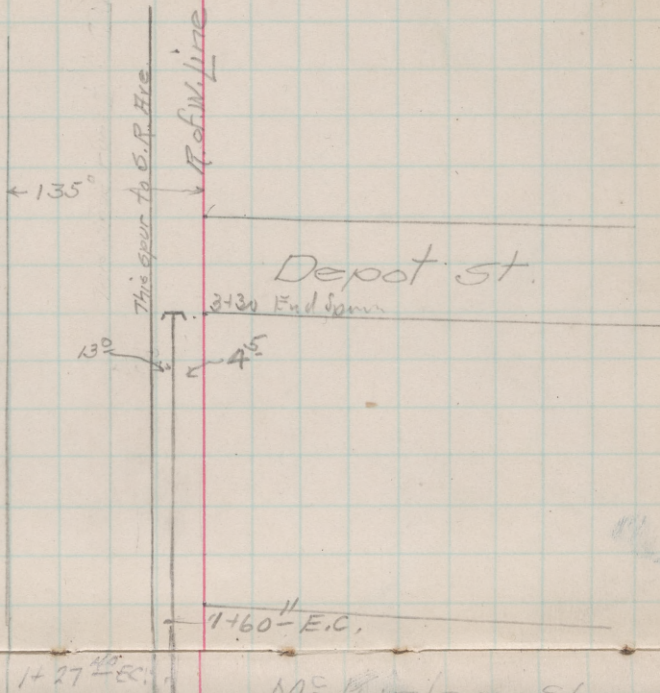
0+42⁷ P.I. #9 frog.

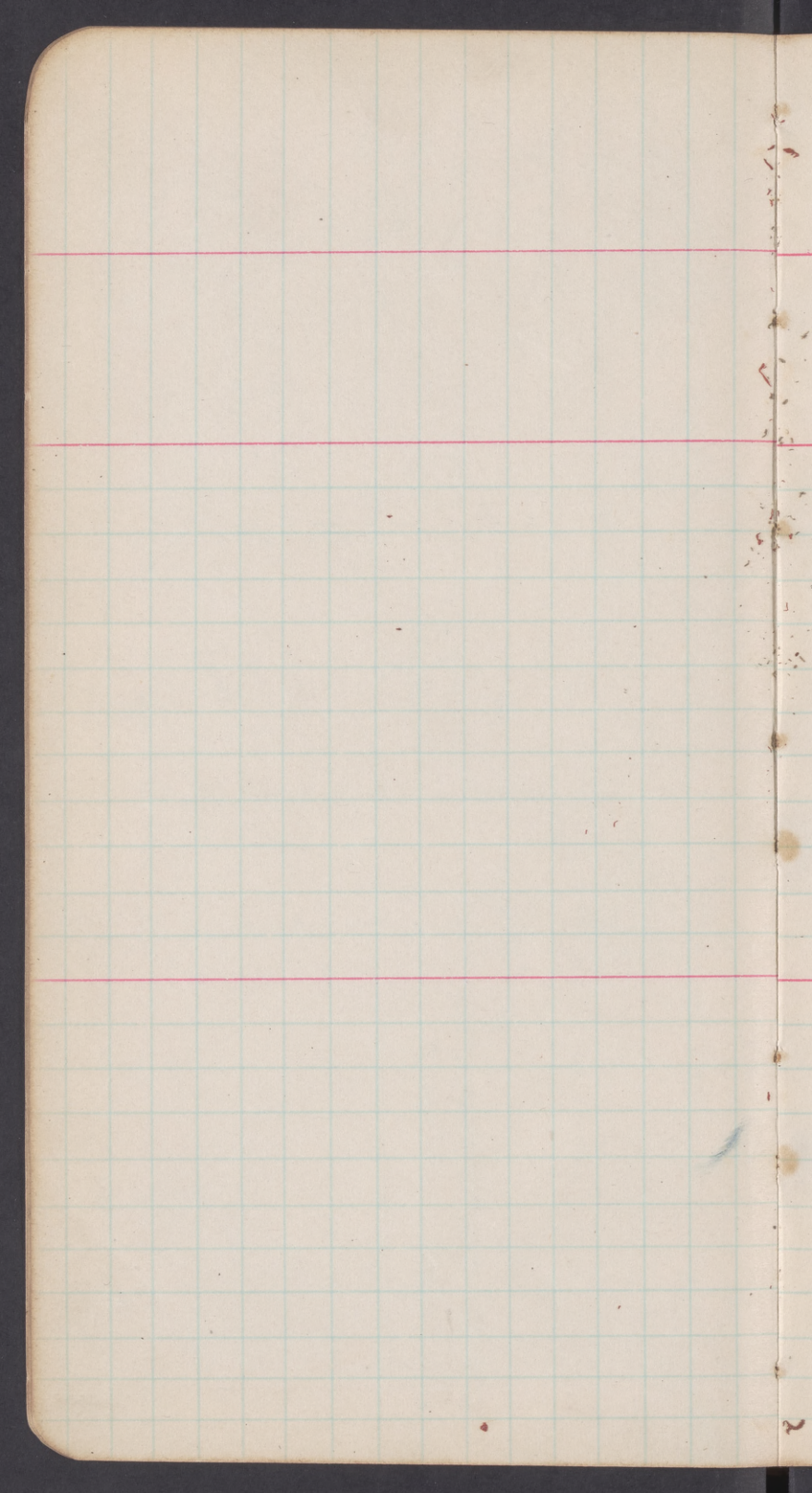
1+02⁹⁶ B.C. $7^{\circ}30'14''$

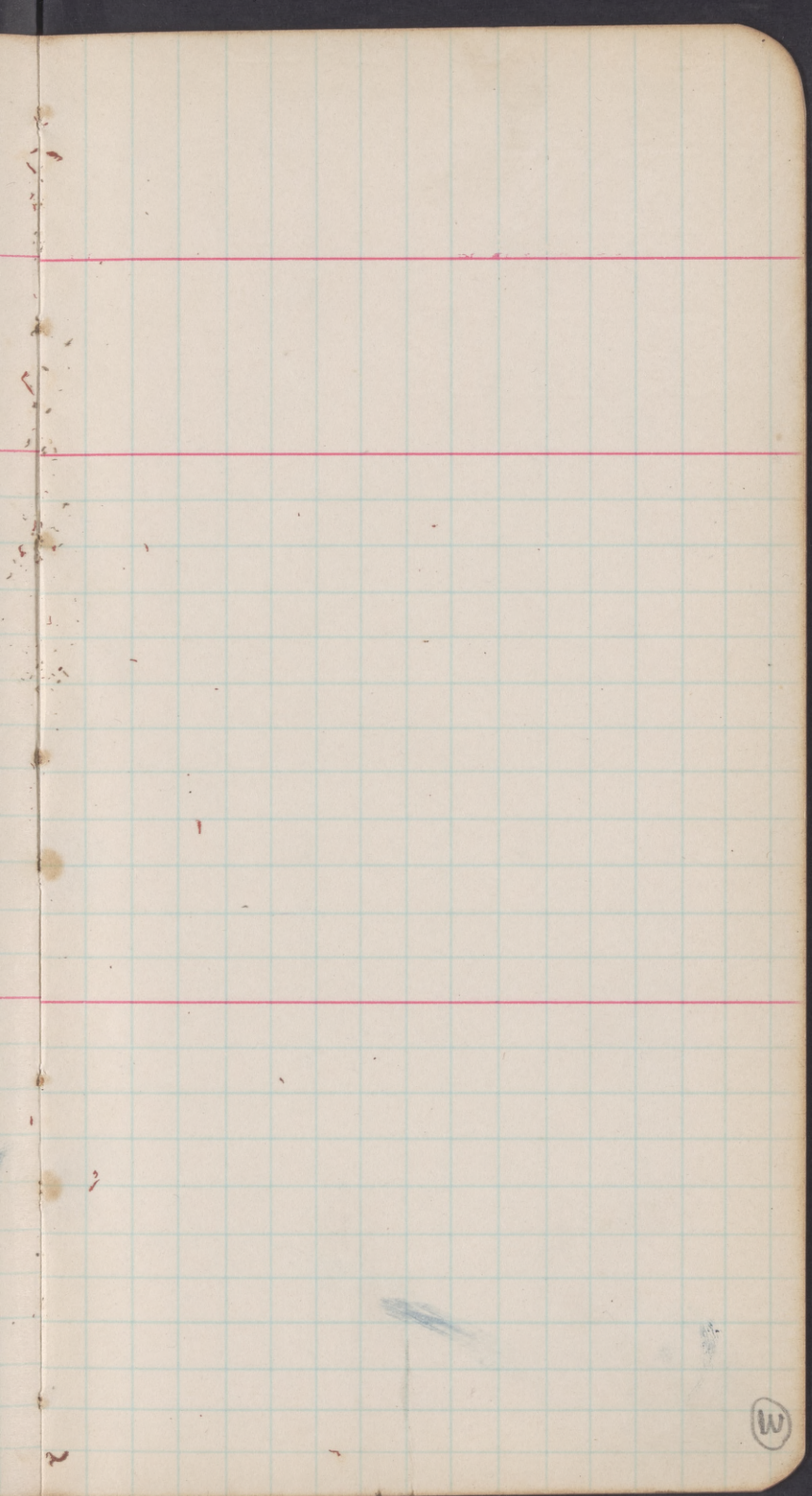
$\Delta = 1^{\circ}50'$

St = 12²²

1+27⁴⁰ E.C.





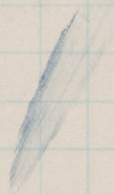


244 MARYLAND 02

60 #

$8+273 = \text{End of new steel}$
60

4



+50
1
+50
+980

$5^{\circ}52\frac{1}{4}'$
 $5^{\circ}22\frac{1}{4}'$
 $4^{\circ}52\frac{1}{4}'$

[$2^{\circ}00'$ Curve Left -
 $\Delta = 14^{\circ}22\frac{1}{2}'$
Arc = 718']

$\Delta = 16^{\circ}10\frac{1}{2}'$

+50
9
+50
+50

$3^{\circ}52\frac{1}{4}'$
 $3^{\circ}22\frac{1}{4}'$
 $2^{\circ}52\frac{1}{4}'$
 $2^{\circ}22\frac{1}{4}'$

4978+00 P.O.C.

4975+62⁹ C.C. $2^{\circ}4'$

[T-1 $\Delta = 0^{\circ}54'$
Arc = 90']

4974+72⁹ B.C. T-1

- PIETA - FOUNTAIN -
- Realignment Notes -
Staked 2-11-15
W.J.L.
- Barry & Co.

$$4987+67\frac{1}{4} \text{ C.C. } 3^{\circ} 20' 14'' + 1^{\circ} 01' 3\frac{1}{4}'' \quad 0^{\circ} 00'$$

$$+ 47\frac{1}{4}$$

$$0^{\circ} 49\frac{1}{2}'$$

$$7+17\frac{1}{4}$$

$$0^{\circ} 33\frac{3}{4}'$$

$$+ 87\frac{1}{4}$$

$$0^{\circ} 21'$$

$$+ 57\frac{1}{4}$$

$$0^{\circ} 11\frac{1}{4}'$$

$$6+27\frac{1}{4}$$

$$0^{\circ} 04\frac{1}{2}'$$

$$4985+97\frac{1}{4} \text{ B.C.T-1}$$

$$0^{\circ} 00'$$

$$1^{\circ} 49\frac{1}{4}'$$

$$4983+71\frac{1}{2} \text{ E.C.}$$

$$0^{\circ} 00'$$

$$0^{\circ} 33'$$

$$+ 41\frac{1}{2}$$

$$0^{\circ} 04\frac{1}{2}'$$

$$3+11\frac{1}{2}$$

$$0^{\circ} 11\frac{1}{4}'$$

$$4982+81\frac{1}{2} \text{ C.C. T-1}$$

$$0^{\circ} 21'$$

$$0^{\circ} 00'$$

$$4982+81\frac{1}{2} \text{ C.C.T-1}$$

$$7^{\circ} 11\frac{1}{4}'$$

$$+ 50$$

$$6^{\circ} 52\frac{1}{4}'$$

$$2$$

$$6^{\circ} 22\frac{1}{4}'$$

$$+ 50$$

$$5^{\circ} 52\frac{1}{4}'$$

$$\left[\begin{array}{l} T-1 \quad \Delta = 2^{\circ} 51' \\ \text{Arc} = 170^{\circ} \end{array} \right]$$

$$\left[\begin{array}{l} T-1 \quad \Delta = 0^{\circ} 54' \\ \text{Arc} = 90^{\circ} \end{array} \right]$$

(5)

$\angle Arc = 170^\circ$

+6V64

 $+3\sqrt{64}$

4992+15⁶⁴ C.C. T-1

4992 + 1564 C.C. T-1

2

1

4990

9

750

8

4987+6714 C.C. 320'14

 $7^{\circ}28\frac{1}{2}$

7° 12.9'

 $6^{\circ}22.9$ $5^{\circ}32.9'$

4³ 42.9

3052.9'

3° 02.9

 $2^{\circ} 12.9'$

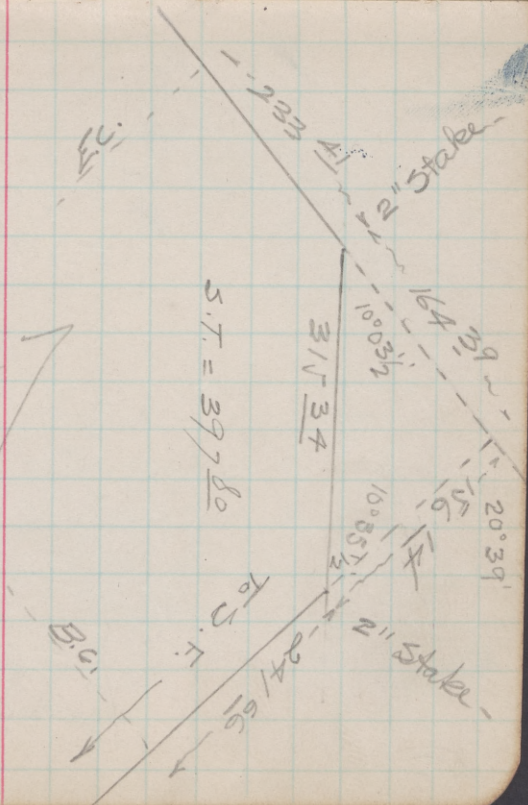
$1^{\circ} 22.9'$

 $\phi^0 \phi^0 \phi^0$

3° 20' Curve Lt.

$$\Delta = 14^{\circ} 57'$$

Arc = $448^{\circ}50'$



- PIETA - FOUNTAIN -

Realignment

Notes - ⑥

5003+00 C.C. $8^{\circ}00'14''$ $9^{\circ}42\frac{1}{2}'$

$8^{\circ}30'$ Curve Lt $\Delta = 19^{\circ}25'$

5000+716 C.C. $8^{\circ}30'14''$ $0^{\circ}00'$

Arc = .228±

5000+716 C.C. $8^{\circ}30'14''$ $2^{\circ}11\frac{3}{4}'$

+516 $1^{\circ}41\frac{1}{4}'$

[T-2 $\frac{1}{2}$ $\Delta = 6^{\circ}00'$
Arc = 140°
L.Ch. = 139.94]

5000+216 $1^{\circ}03'$

+916 $0^{\circ}33\frac{3}{4}'$

+616 $0^{\circ}13\frac{1}{2}'$

4999+316 B.C. T-2 $\frac{1}{2}$ $0^{\circ}00'$

4993+8497 = P.O.T.

4993+8564 = E.C.

$0^{\circ}00'$ $1^{\circ}49\frac{1}{4}'$

+5564 $0^{\circ}04\frac{1}{2}'$

3+2564 $0^{\circ}11\frac{1}{4}'$

[T-1 $\Delta = 251'$
Arc = 170°]

Staked - 2-11-15

W.J.R.

Berry & Fee

4990

1

2

3

4

5

①

4.03

476.60

3.38 472.57

2.94
05

3.61 472.99

3.50 473.10

3.39 473.21

3.28 473.32

3.17 473.43

2.95
06

3.06 473.54

①

3.72

476.54

3.78 472.82

2.84

96

2.89 473.65

7

2.70 473.84 Set 12 Low

8

2.51 474.03 " " "

9

2.32 474.22 " " "

5000

2.13 474.41

①

1.94

FOUNTAIN-PIETA

TOP-OF-RAIL STAKES

(7)

T.P.

471.56 Top of stake sta 4980

292 475.48

4980

1

3.59 471.89

2

3.48 472.00

3

3.37 472.11

0

3.26 472.22 Set 1° low-

446 475.95

3.99 471.49

4

3.62 472.33

5

3.51 472.44 Set 1° low

6

3.40 472.55

7

3.29 472.66

8

3.18 472.77

9

3.07 472.88

4992

3.27 473.29

4989

3.82 472.74

○ 3.36 475.93 3.99 472.57 $\neq$ Stake - Sta 4992

4986

3.42 472.51

4983

4.15 471.78

○ 3.99 475.48 4.44 471.49 $\neq$ Stake - Sta 4983 + 12³

4980

2.59 471.89

○ T.R. 3.92 471.56 $\neq$ Stake - Sta 4985

PIETA- FOUNTAIN - TRIAL LEVELS For TOP-OF-RAIL STAKE

(8)

B.M. #31

477.36 Oak 50' Rt. Sta 5017+00

o

8.96 486.32 7.65 478.67 Top Br. Board- 96-A

o

2.38 481.05 5.21 475.84 On Spike Out. Rt. Rail- Sta 5006+74

B.M. "A"

3.66 479.50

B.M. "A"

5.19 474.31 Stake 9' Rt. Sta 5001+28.3

2.20 476.51

5001

1.89 474.62

4998

3.26 473.25

4995

3.38 473.13

o

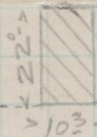
3.74 476.56 3.69 472.82 Stake Sta. 4995

3+50

3+459

3

W. Line Depot - 6663+398



← 18' →

← 30' →

← 182' →

2+50

2+05

2

L. & S. Scranton 60#
Maryland 236 - 65#

← 182' →

← 17' →

1+50

Old Style Derailer

* ← 12' →

1+00

0+802

RF #9

0+00

6459+939

W. Switch Laughlin

← 79' →

• - 6459+939

W. R. Barry
9. Dec. - 1

7+50

7

6+50

6+42³

6

5+61¹

5+50

5+14

5

4+84²

4+50

4+05³

4

P.S. X-over

P.F.#9

Maryland 236 - 65#
Lil. & S. Scranton 60#

P.F.#9

P.S. X-over

X-Over = Maryland
Sec-236-65#

W. L. E. N.

179

181

180

180

180

180

180

180

= 6466 + 36²

= 6463 + 99²

LAUGHLIN

New Crossover, Additional
Sidetrack Room, Charged
Location of Track & Depot.

- 2-9-15-

See Page 10

13

12

11

10

9+50

9

8+50

8+028

8

Length Along N.L. = 1728'

X-Over

354 1/2 Ft 65# Rail

60 1/2 " " #9 Frogs

60 1/2 " " Sw. Pt 1/2

148

149

151

147

147

150

153

162

124-A

Length - 386

Lengthened 1914

Cattle Gu. & Fence Line

L-261-->

422

= 6467 + 967

17 + 37 = 2

E. Switch Laughlin = 6477 + 22 =

16 + 58 =

P.F. # 10

16

15 + 84 = 3

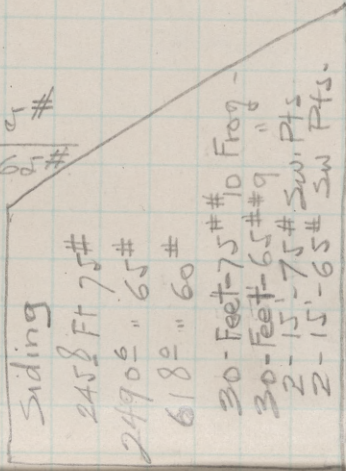
15 + 50

C.F. #1. 754 - 75 #

Maryland 236 - 65 #

15

14



102

128

132

138

LAUGHLIN -

2-9-15

N. Z. R.

See Page #9

(10)

124-B

length 545

lengthened 1914

- LAUGHLIN DEPOT.

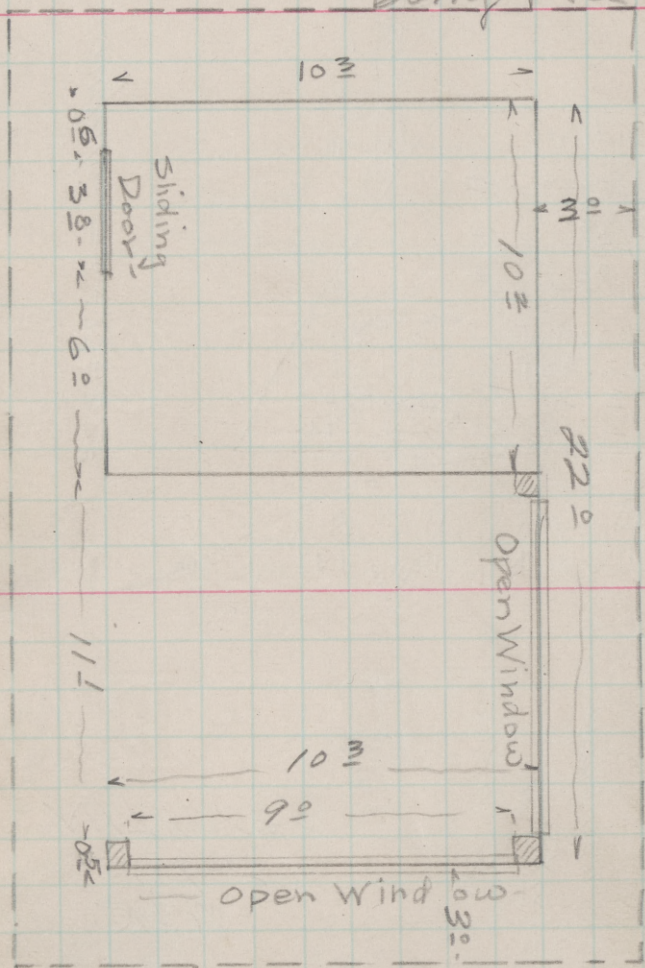
- Ground Plan -

For Location - See Pages ^{##} 9 & 10

2-9-15

W.I.R.

Berry & Lee



W.T.R. & Andrews-

3-18-15

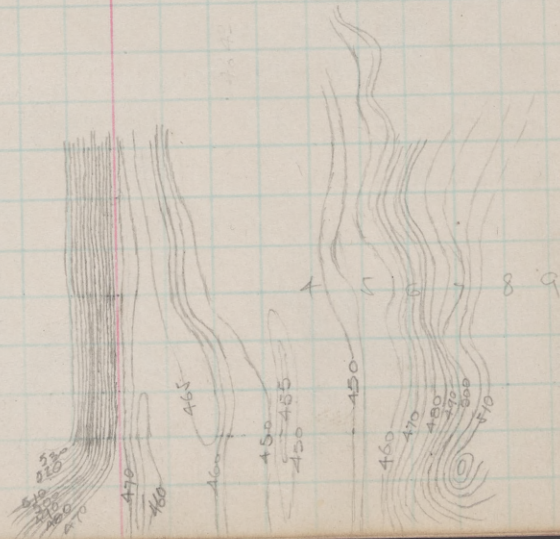
4975

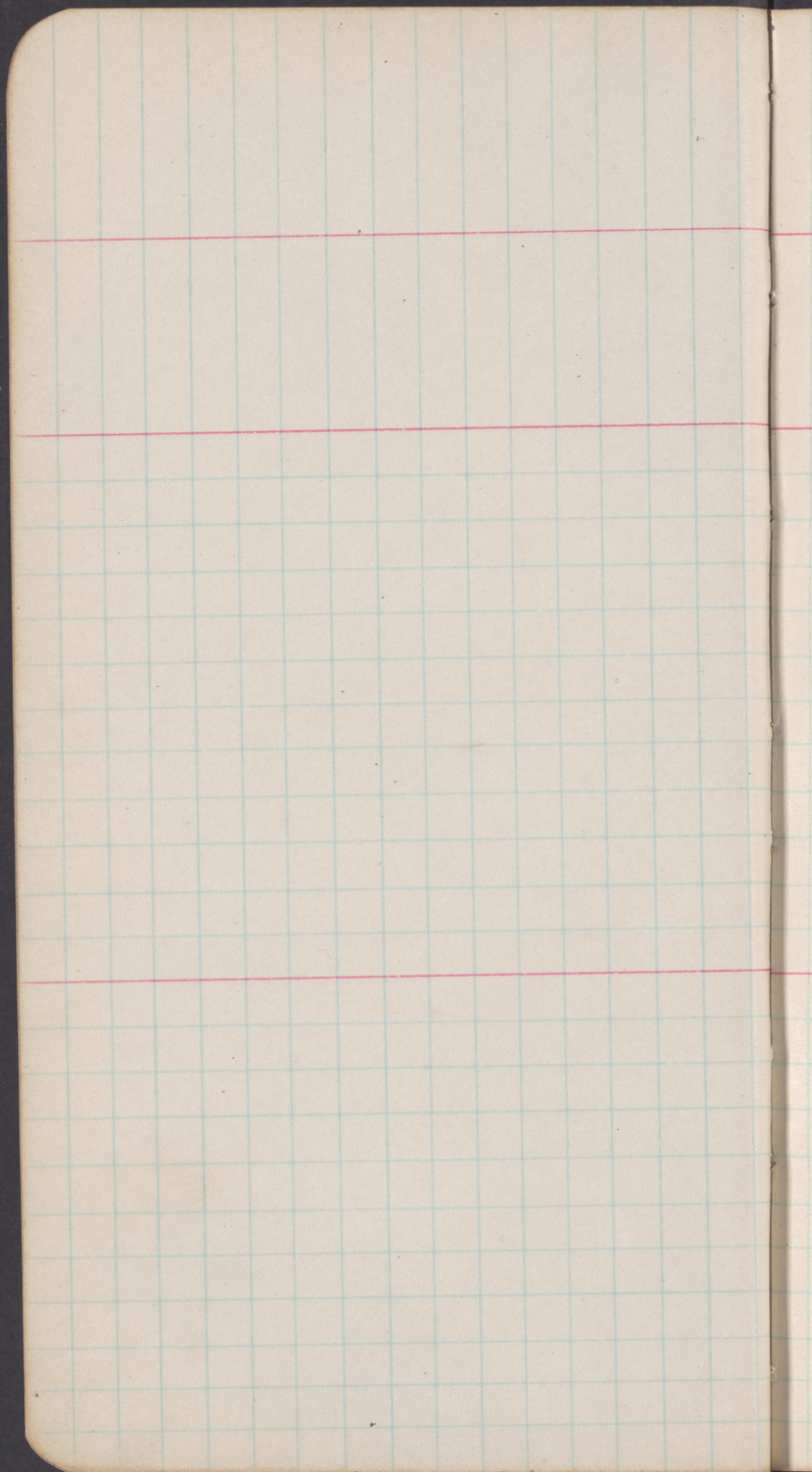
470⁵

4970

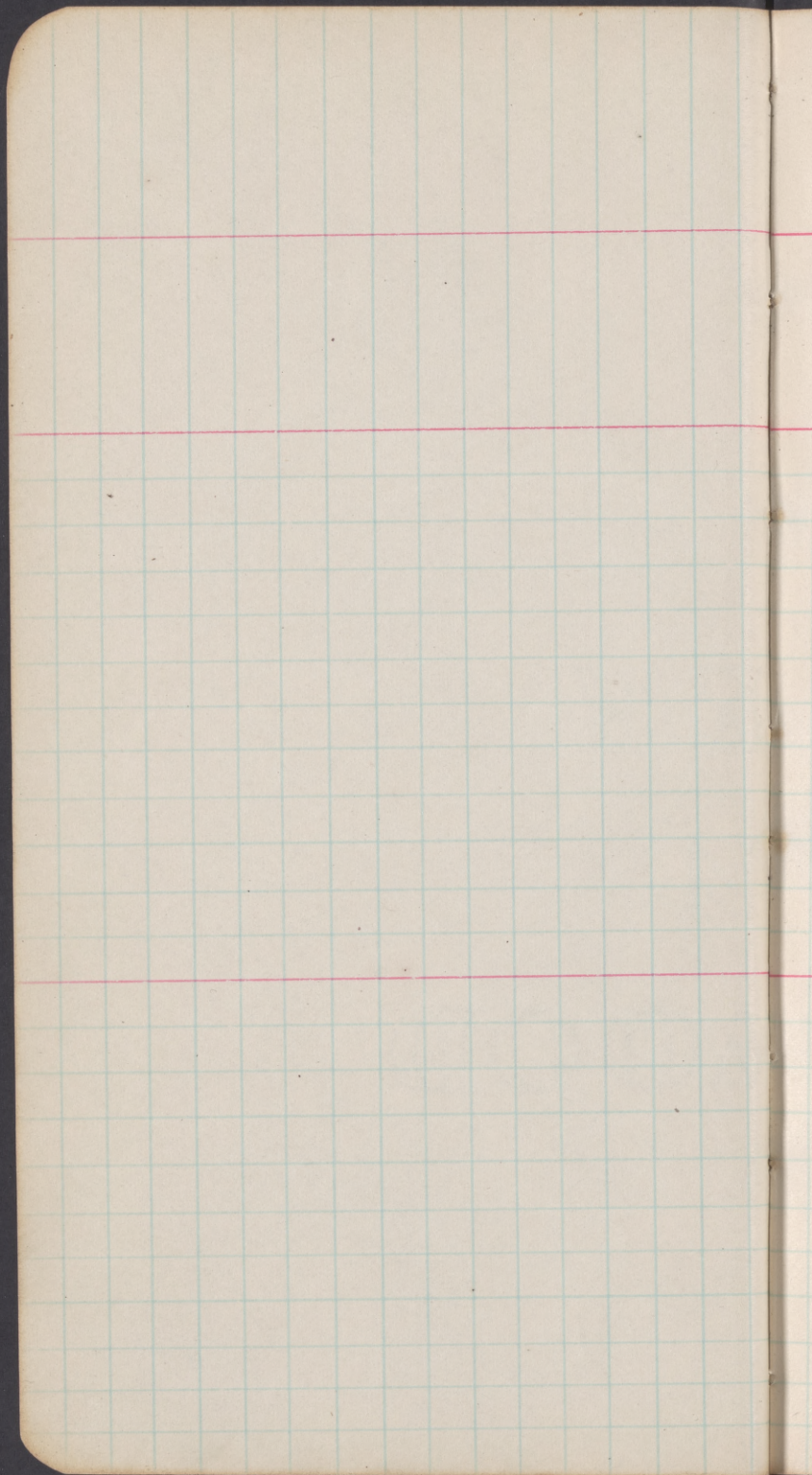
470⁵

4966

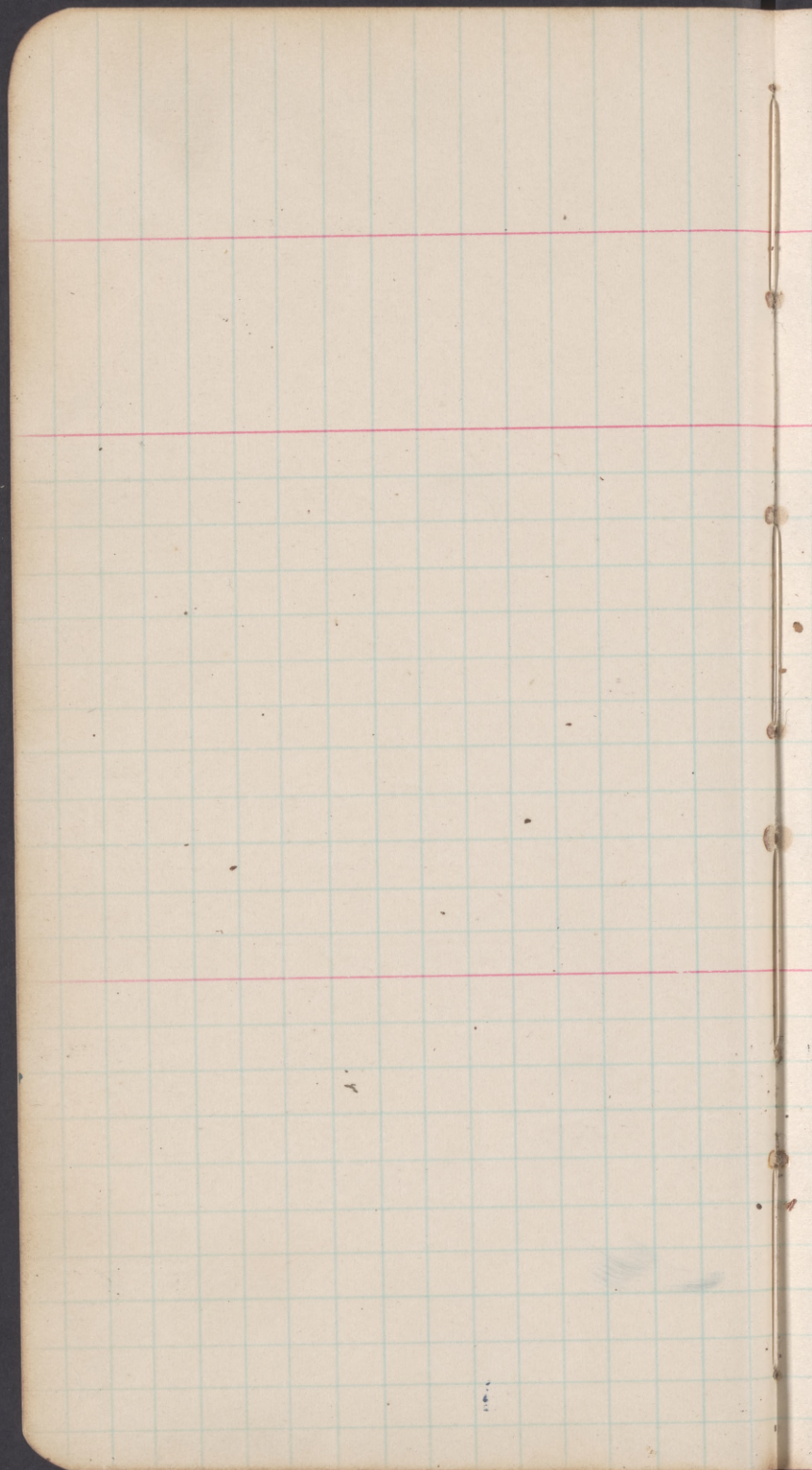




(13.)



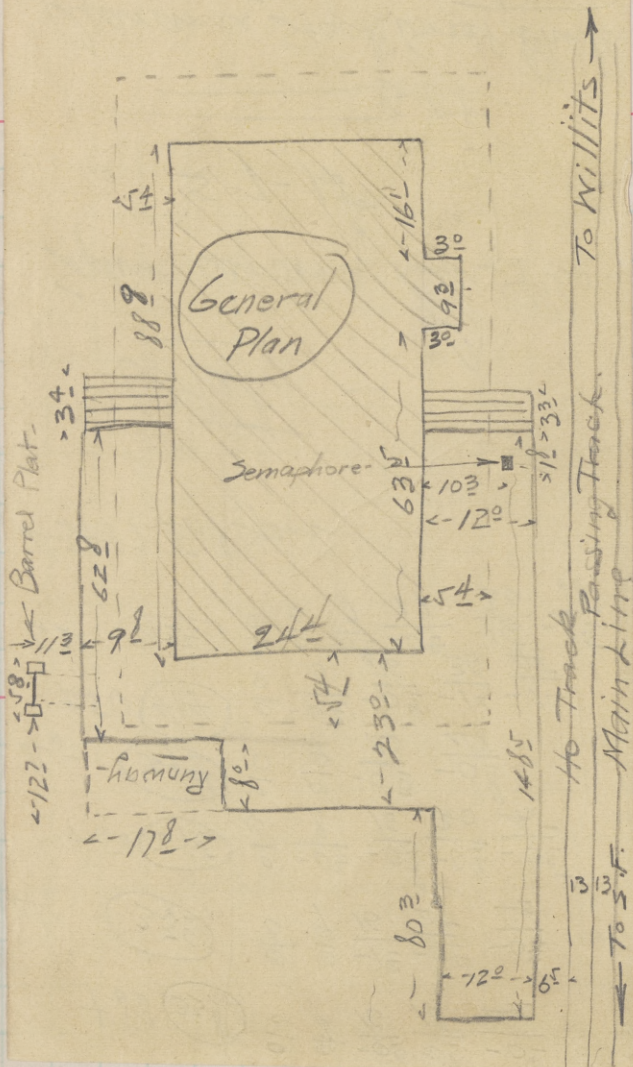
14



25

N.T.R. 5-7-15
 W.S. Andrews -

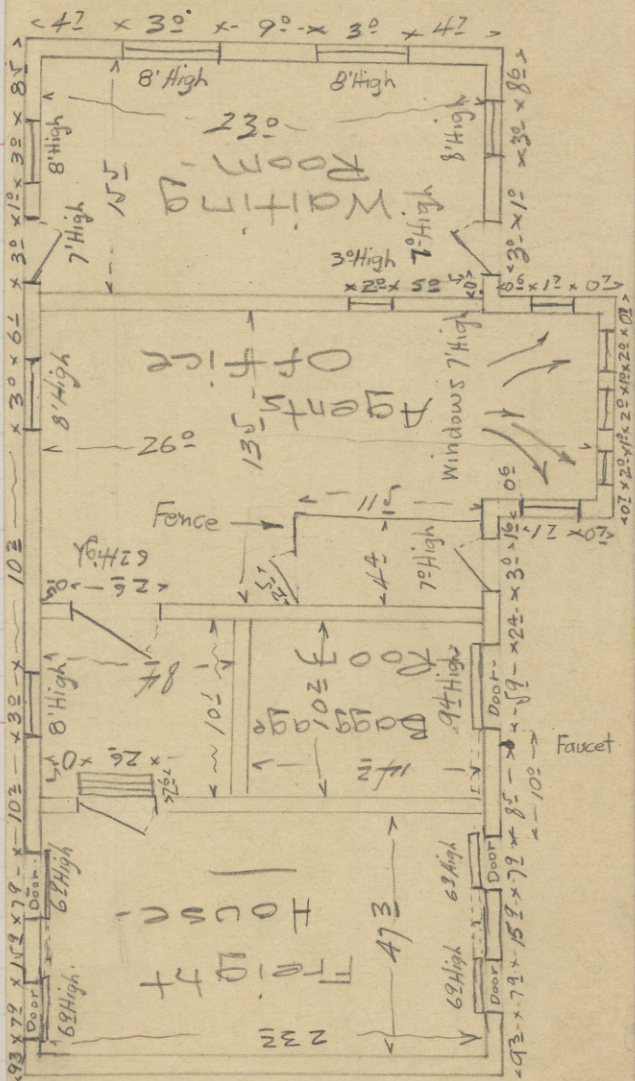
- COTAT 1 -
 Depot Plan - 5-7-15



- COTATI -
 N. T. R. 5-7-15
 W. J. Andrews.

Plotted
 May 1915

Ground Plan



4982 4712

$$\begin{array}{r} +125 \\ 170 \end{array} \quad \begin{array}{r} -73 \\ 90 \end{array} \quad \begin{array}{r} -95 \\ 21 \end{array} \quad \begin{array}{r} -12 \\ 11 \end{array}$$

$$\begin{array}{r} -22 \\ 14 \end{array} \quad \begin{array}{r} -102 \\ 30 \end{array} \quad \begin{array}{r} -52 \\ 70 \end{array} \quad \begin{array}{r} -72 \\ 108 \end{array} \quad \begin{array}{r} -182 \\ 120 \end{array} \quad \begin{array}{r} -162 \\ 325 \end{array}$$

4977+50 4712

Up @ 50' to 75'

$$\begin{array}{r} -12 \\ 10 \end{array}$$

$$\begin{array}{r} 00 \\ 12 \end{array} \quad \begin{array}{r} -82 \\ 27 \end{array} \quad \begin{array}{r} -182 \\ 55 \end{array} \quad \begin{array}{r} -182 \\ 300 \end{array} \quad \begin{array}{r} -8 \\ 325 \end{array} \quad \begin{array}{r} +20 \\ 410 \end{array}$$

4973 4706

Up @ 4000'-200'

$$\begin{array}{r} -12 \\ 12 \end{array}$$

$$\begin{array}{r} -12 \\ 10 \end{array} \quad \begin{array}{r} -72 \\ 19 \end{array} \quad \begin{array}{r} -32 \\ 55 \end{array} \quad \begin{array}{r} -32 \\ 80 \end{array} \quad \begin{array}{r} -192 \\ 102 \end{array} \quad \begin{array}{r} -192 \\ 400 \end{array}$$

$$\begin{array}{r} -52 \\ 425 \end{array} \quad \begin{array}{r} +15 \\ 575 \end{array}$$

4970 - 4706

Fence on Left
63.5'

Up @ 38° - 200'

$$\begin{array}{r} -12 \\ 9 \end{array}$$

$$\begin{array}{r} -14 \\ 10 \end{array} \quad \begin{array}{r} -75 \\ 50 \end{array} \quad \begin{array}{r} -62 \\ 115 \end{array} \quad \begin{array}{r} -132 \\ 127 \end{array} \quad \begin{array}{r} -162 \\ 140 \end{array} \quad \begin{array}{r} -172 \\ 430 \end{array}$$

4967

4706

H.W. = 4693

$$\begin{array}{r} +524 \\ 75 \end{array} \quad \begin{array}{r} +38 \\ 16 \end{array} \quad \begin{array}{r} -02 \\ 8 \end{array}$$

$$\begin{array}{r} -12 \\ 9 \end{array} \quad \begin{array}{r} -82 \\ 22 \end{array} \quad \begin{array}{r} -102 \\ 36 \end{array} \quad \begin{array}{r} -72 \\ 58 \end{array} \quad \begin{array}{r} -82 \\ 92 \end{array} \quad \begin{array}{r} -82 \\ 142 \end{array}$$

$$\begin{array}{r} -62 \\ 200 \end{array} \quad \begin{array}{r} -182 \\ 235 \end{array} \quad \begin{array}{r} -192 \\ 300 \end{array} \quad \begin{array}{r} -162 \\ 320 \end{array} \quad \begin{array}{r} -172 \\ 470 \end{array}$$

FOUNTAIN-PIETA - X-Sections.

(17)

Elev. Top of Tie

5003

5000

High Water 0' above top of Rail - Rock Pt extends 90' to River

474°

00 53 -15 -10 -73 -82 -64 -110 -140
150 18 12 9 20 100 132 137 175

Note Elevations

taken With

4996 + 50

Reference to

472°

Top of Tie

+10 -2° -2° -9.3 -1° -7° -7° -17°
400 300 185 35 9 18 175 190

4998

472°

+50 -85 -35 -65 -23 -13 -100 -62 -68 -179 -18
450 250 135 23 145 10 27 50 150 112 330

-7 +10
400 525

4985

472°

+50 -100 -75 -15 -15 -75 -50 -160
450 135 18 10 10 20 70 110

4982

471.7 = Top of Tie

472.0 = High Water

-60 +190
370 500

5020

4779

$$\begin{array}{r}
 +7^{\circ} \\
 \hline
 200
 \end{array}
 \quad
 \begin{array}{r}
 -5^{\circ} \\
 \hline
 50
 \end{array}
 \quad
 \begin{array}{r}
 -10^{\circ} - 13^{\circ} \\
 \hline
 92 \quad 142
 \end{array}
 \quad
 \begin{array}{r}
 -14^{\circ} \\
 \hline
 170
 \end{array}
 \quad
 \begin{array}{r}
 -20^{\circ} \\
 \hline
 180
 \end{array}$$

$$\begin{array}{r}
 -20^{\circ} \\
 \hline
 305
 \end{array}
 \quad
 \begin{array}{r}
 -12^{\circ} \\
 \hline
 600
 \end{array}
 \quad
 \begin{array}{r}
 -10^{\circ} \\
 \hline
 1000
 \end{array}
 \quad
 \begin{array}{r}
 +50 \\
 \hline
 1050
 \end{array}$$

5013

4772

$$\begin{array}{r}
 -05 \\
 \hline
 12
 \end{array}
 \quad
 \begin{array}{r}
 -20 \\
 \hline
 37
 \end{array}
 \quad
 \begin{array}{r}
 -30^{\circ} \\
 \hline
 200
 \end{array}
 \quad
 \begin{array}{r}
 -10^{\circ} \\
 \hline
 600
 \end{array}$$

5006

4756

Wp@ 40°-150'

$$\begin{array}{r}
 +25 \\
 \hline
 40
 \end{array}
 \quad
 \begin{array}{r}
 -15 \\
 \hline
 20
 \end{array}
 \quad
 \begin{array}{r}
 -15 \\
 \hline
 15
 \end{array}
 \quad
 \begin{array}{r}
 -65 \\
 \hline
 165
 \end{array}
 \quad
 \begin{array}{r}
 -18 \\
 \hline
 21
 \end{array}
 \quad
 \begin{array}{r}
 -16^{\circ} \\
 \hline
 59
 \end{array}
 \quad
 \begin{array}{r}
 -21^{\circ} \\
 \hline
 70
 \end{array}$$

$$\begin{array}{r}
 -20^{\circ} \\
 \hline
 370
 \end{array}
 \quad
 \begin{array}{r}
 -8^{\circ} \\
 \hline
 500
 \end{array}$$

5006

4756

High Water 0' Above Top of Rail -

FOUNTAIN-PIETA-

X-Sections showing General Relation of Track to River, Adjoining Natural Surface, High Water, Etc.

2-12-15

W.S.P.

G. L. Berry
D. J. Lee

High Water Marks are of Feb. 2, 1915.

Note - Elev's taken with Reference to Top of Tie

5027

4772

$\frac{+0^L}{100}$	$\frac{00}{4}$	$\frac{-5^7}{50}$	$\frac{-7^4}{65}$	$\frac{-18^2}{75}$	$\frac{-18^0}{225}$
		$\frac{-10^0}{275}$	$\frac{-10^0}{1000}$		

5027

High Water above Top of Rail 0.3 Ft. Depot Foundation

$$5171 + 75$$

$$5170 + 75$$

99-B

$$5170 + 50$$

$$\begin{array}{r} \frac{-5^0}{250} \quad \frac{-45}{50} \quad \frac{-6^0-76}{25 \ 20} \quad \frac{-1^0}{10} \quad \frac{-1^1}{0} \quad \frac{-6^9}{22} \quad \frac{-45}{50} \quad \frac{-4^2}{250} \\ \frac{-75}{250} \quad \frac{-92}{0} \quad \frac{-105}{250} \end{array}$$

$$\begin{array}{r} \frac{-49}{230} \quad \frac{-46}{50} \quad \frac{-56-75}{25 \ 20} \quad \frac{-1^0}{10} \quad \frac{-1^1}{10} \quad \frac{-6^8}{22} \quad \frac{-44}{50} \quad \frac{-4^3}{250} \end{array}$$

$$5164$$

High Water + 0.9 Above Top of Tie

$$\begin{array}{r} \frac{-2^1}{250} \quad \frac{-2^9}{50} \quad \frac{-3^9-8^1}{25 \ 20} \quad \frac{-1^0}{10} \quad \frac{-0^9}{10} \quad \frac{-5^0}{18} \quad \frac{-2^6}{25} \quad \frac{-1^2}{50} \quad \frac{-3^2}{250} \end{array}$$

$$5159$$

$$\begin{array}{r} \frac{-3^1}{250} \quad \frac{-3^2}{100} \quad \frac{-3^1}{50} \quad \frac{-5^4}{20} \quad \frac{-1^0}{10} \quad \frac{-1^0}{10} \quad \frac{-5^0}{16} \quad \frac{-3^5}{50} \quad \frac{-5^4}{250} \end{array}$$

$$5154$$

$$\begin{array}{r} \frac{-2^4}{50} \quad \frac{-3^5}{16} \quad \frac{-1^2}{10} \quad \frac{-1^2}{10} \quad \frac{-4^4}{16} \quad \frac{-3^6}{50} \quad \frac{-4^4}{250} \end{array}$$

$$\text{Trestle 99-A - } 5149 + 00$$

$$\text{Creek Bed - } \frac{-7^0}{0}$$

$$\begin{array}{r} \frac{-0^8}{150} \quad \frac{-2^2}{50} \quad \frac{-4^1}{15} \quad \frac{-2^6}{15} \quad \frac{-2^6}{50} \quad \frac{-3^9}{150} \end{array}$$

East & West of Hopland

Elevations
shown With
Reference to Top of Tie

(19)

5194

$$\begin{array}{cccccc} \frac{-30}{250} & \frac{-35}{50} & \frac{-35}{23} & \frac{-44}{20} & \frac{-10}{10} & \frac{-11}{60} \end{array} \quad \begin{array}{cccc} \frac{-0.9}{33} & \frac{-34}{38} & \frac{-55}{170} & \end{array}$$

5184

H.W. = -15

$$\begin{array}{cccccc} \frac{-34}{250} & \frac{-35}{50} & \frac{-56}{20} & \frac{-13}{10} & \frac{-15}{24} & \frac{7.3}{34} \end{array} \quad \begin{array}{cccc} \frac{-68}{44} & \frac{-40}{48} & \frac{-40}{50} & \frac{-47}{250} \end{array}$$

5180+50

High Water -23

$$\begin{array}{ccc} \frac{-11.9}{250} & \frac{-120}{0} & \frac{-70}{250} \end{array}$$

5180

$$\begin{array}{cccccc} \frac{-66}{225} & \frac{-62}{125} & \frac{-50}{120} & \frac{-41}{20} & \frac{-17}{12} & \frac{-10}{10} \end{array} \quad \begin{array}{cc} \frac{-42}{22} & \frac{-36}{250} \end{array}$$

5175+75

Tristle 99C

$$\begin{array}{ccc} \frac{-79}{200} & \frac{-85}{0} & \frac{-73}{60} \end{array}$$

5175

High Water -23

$$\begin{array}{cccccc} \frac{-43}{250} & \frac{-40}{50} & \frac{-50}{20} & \frac{-11}{10} & \frac{-11}{10} & \frac{-50}{20} \end{array} \quad \begin{array}{ccc} \frac{-74}{80} & \frac{-53}{120} & \frac{-55}{250} \end{array}$$

$$\begin{array}{cccccc} 15 & 10 & -76 & -10 & -15 & 69 \end{array} \quad \begin{array}{ccc} -45 & -45 & \end{array}$$

5210

$$\begin{array}{r} 00 \\ 75 \end{array} \begin{array}{r} 27 \\ 13 \end{array} \begin{array}{r} 02 \\ 10 \end{array} \begin{array}{r} -06 \\ 18 \end{array} \begin{array}{r} -35 \\ 78 \end{array} \begin{array}{r} 35 \\ 150 \end{array} \begin{array}{r} -42 \\ 22 \end{array}$$

5202

H.W. = +14 Above Top Tie

$$\begin{array}{r} -18 \\ 120 \end{array} \begin{array}{r} -31 \\ 50 \end{array} \begin{array}{r} 00 \\ 27 \end{array} \begin{array}{r} -06 \\ 24 \end{array} \begin{array}{r} -37 \\ 30 \end{array} \begin{array}{r} -38 \\ 225 \end{array}$$

5198 Opp. Depot H.W. = Floor + 03 = Top of Tie + 15

$$\begin{array}{r} -03 \\ 24 \end{array} \begin{array}{r} -11 \\ 100 \end{array} \begin{array}{r} -27 \\ 175 \end{array}$$

East + West of Hopland

2-15-15

X-sections

(20)

5694 +50 High Waters - 0[±]

$$\begin{array}{r} -0.6 \\ 200 \end{array} \quad \begin{array}{r} -0.7 \\ 40 \end{array} \quad \begin{array}{r} -0.9 \\ 9 \end{array} \quad \begin{array}{r} 0.0 \\ 6 \end{array} \quad \begin{array}{r} 0.0 \\ 6 \end{array} \quad \begin{array}{r} -1.2 \\ 8 \end{array} \quad \begin{array}{r} -2.0 \\ 40 \end{array} \quad \begin{array}{r} -4.0 \\ 190 \end{array}$$

5689 East Hill - 3-1 Slope

$$\begin{array}{r} -0.3 \\ 250 \end{array} \quad \begin{array}{r} -1.8 \\ 25 \end{array} \quad \begin{array}{r} -1.3 \\ 10 \end{array} \quad \begin{array}{r} -1.8 \\ 10 \end{array} \quad \begin{array}{r} -8.0 \\ 25 \end{array} \quad \begin{array}{r} -7.6 \\ 250 \end{array}$$

5686 Low Hill @ 500 - 60' High.

$$\begin{array}{r} -2.9 \\ 200 \end{array} \quad \begin{array}{r} -3.0 \\ 40 \end{array} \quad \begin{array}{r} -4.2 \\ 21 \end{array} \quad \begin{array}{r} -0.7 \\ 11 \end{array} \quad \begin{array}{r} -1.1 \\ 9 \end{array} \quad \begin{array}{r} -4.8 \\ 20 \end{array} \quad \begin{array}{r} -3.0 \\ 40 \end{array} \quad \begin{array}{r} -2.9 \\ 90 \end{array} \quad \begin{array}{r} -6.6 \\ 230 \end{array}$$

5682 108-1 Water A

$$\begin{array}{r} -3.0 \\ 250 \end{array} \quad \begin{array}{r} -5.5 \\ 0 \end{array} \quad \begin{array}{r} -8.9 \\ 250 \end{array}$$

5681

$$\begin{array}{r} -0.4 \\ 250 \end{array} \quad \begin{array}{r} -1.6 \\ 40 \end{array} \quad \begin{array}{r} -3.4 \\ 20 \end{array} \quad \begin{array}{r} -1.0 \\ 9 \end{array} \quad \begin{array}{r} -1.7 \\ 10 \end{array} \quad \begin{array}{r} -4.7 \\ 17 \end{array} \quad \begin{array}{r} -4.7 \\ 50 \end{array} \quad \begin{array}{r} -4.6 \\ 170 \end{array} \quad \begin{array}{r} -6.4 \\ 270 \end{array}$$

5678 East End of Hill 75' High 300' Lt. Up at 3-1

5675 108-H.

$$\begin{array}{r} -2.6 \\ 135 \end{array} \quad \begin{array}{r} -5.9 \\ 45 \end{array} \quad \begin{array}{r} -8.9 \\ 35 \end{array} \quad \begin{array}{r} -6.6 \\ 29 \end{array} \quad \begin{array}{r} -1.2 \\ 10 \end{array} \quad \begin{array}{r} -1.3 \\ 10 \end{array} \quad \begin{array}{r} -8.8 \\ 21 \end{array} \quad \begin{array}{r} -9.3 \\ 250 \end{array}$$

Elev's taken East of West of El Roble
 With Reference
 to Top of Tie

(21)

5727

A.W. = -2³

5727

109-D 600' W of 110 M.P.

$\frac{-29}{200}$ $\frac{-23}{40}$ $\frac{-42}{20}$ $\frac{-12}{9}$ $\frac{-10}{10}$ $\frac{-42}{20}$ $\frac{-30}{40}$ $\frac{-23}{200}$

5718

Low Hills
 800' West

$\frac{-30}{200}$ $\frac{-23}{40}$ $\frac{-37}{28}$ $\frac{-37}{18}$ $\frac{-10}{9}$ $\frac{-10}{9}$ $\frac{-37}{20}$ $\frac{-27}{36}$ $\frac{-20}{40}$ $\frac{-24}{200}$

5705

A.W. = -2³

$\frac{-65@200}{Ditch}$ $\frac{-46}{200}$ $\frac{-49}{17}$ $\frac{-12}{9}$ $\frac{-12}{9}$ $\frac{-57}{20}$ $\frac{49}{200}$

5700

A.W. = +0³

$\frac{-07}{80}$ $\frac{-03}{21}$ $\frac{-11}{8}$ $\frac{-13}{40}$ $\frac{-29}{220}$

42+16

$$\begin{array}{cccccccccccc} -30 & -09 & 00 & -29 & -11 & +02 & 00 & +03 & -12 & +05 & +12 & +39 \\ 50 & 36 & 165 & 115 & 75 & 75 & 00 & 5 & 95 & 15 & 39 & 50 \end{array}$$

+66

$$\begin{array}{ccccccccccccccc} -20 & -12 & -26 & -06 & +02 & 00 & +02 & -12 & +12 & +06 & +10 & +30 & +31 \\ 50 & 19 & 155 & 8 & 5 & 00 & 5 & 9 & 145 & 29 & 40 & 40 & 50 \end{array}$$

41+46 Tel. Pole ~~44~~ RT.

41+26

$$\begin{array}{cccccccccccc} -63 & -62 & -10 & -07 & +02 & 00 & +01 & -13 & +18 & +08 & +21 \\ 50 & 425 & 18 & 75 & 45 & 00 & 52 & 95 & 16 & 30 & 50 \end{array}$$

+56

$$\begin{array}{cccccccccccc} +11 & +08 & +15 & -12 & +02 & 00 & +01 & -08 & -12 & -13 & -13 \\ 50 & 335 & 135 & 95 & 5 & 00 & 5 & 75 & 145 & 24 & 50 \end{array}$$

+46 Private Road Xing to River

4

63 39+91

$$\begin{array}{cccccccccccc} -13 & -07 & -22 & -08 & +01 & 00 & +02 & -12 & -08 & -26 & -05 & +09 \\ 50 & 43 & 18 & 8 & 5 & 00 & 5 & 7 & 115 & 14 & 195 & 50 \end{array}$$

39+91 Tel. Pole ~~44~~ RT

- REDWOOD VALLEY -

X-Sections For Proposed Track changes -

2-13-15

W. J. R.

Berry & Fee -

+47

121 D. 24" X 24" X 31¹/₂ Box @ RT Δs

Q

(23)

+41

$$\begin{array}{r} -21 \\ 50 \end{array} \quad \begin{array}{r} 44 \\ 38 \end{array} \quad \begin{array}{r} -51 \\ 17 \end{array} \quad \begin{array}{r} -10 \\ 7 \end{array} \quad \begin{array}{r} +03 \\ 5 \end{array} \quad 00 \quad \begin{array}{r} +02 \\ 5 \end{array} \quad \begin{array}{r} -10 \\ 8 \end{array} \quad \begin{array}{r} -46 \\ 31 \end{array} \quad \begin{array}{r} -07 \\ 33 \end{array} \quad \begin{array}{r} -03 \\ 50 \end{array}$$

44 + 96

Tel. Pole - 44' RT.

$$\begin{array}{r} 00 \\ 50 \end{array} \quad \begin{array}{r} +06 \\ 245 \end{array} \quad \begin{array}{r} -09 \\ 75 \end{array} \quad \begin{array}{r} +03 \\ 5 \end{array} \quad 00 \quad \begin{array}{r} +03 \\ 5 \end{array} \quad \begin{array}{r} -10 \\ 75 \end{array} \quad \begin{array}{r} -26 \\ 165 \end{array} \quad \begin{array}{r} -35 \\ 32 \end{array} \quad \begin{array}{r} -02 \\ 38 \end{array} \quad \begin{array}{r} 00 \\ 50 \end{array}$$

43 + 91

$$\begin{array}{r} +06 \\ 50 \end{array} \quad \begin{array}{r} +04 \\ 115 \end{array} \quad \begin{array}{r} -08 \\ 75 \end{array} \quad \begin{array}{r} +03 \\ 5 \end{array} \quad 00 \quad \begin{array}{r} +03 \\ 5 \end{array} \quad \begin{array}{r} -10 \\ 75 \end{array} \quad \begin{array}{r} -01 \\ 12 \end{array} \quad \begin{array}{r} -10 \\ 16 \end{array} \quad \begin{array}{r} -10 \\ 50 \end{array}$$

+18

Tel. Pole - 44' RT.

43 + 16

$$\begin{array}{r} +02 \\ 50 \end{array} \quad \begin{array}{r} -07 \\ 10 \end{array} \quad \begin{array}{r} -11 \\ 7 \end{array} \quad \begin{array}{r} +03 \\ 5 \end{array} \quad 00 \quad \begin{array}{r} +03 \\ 5 \end{array} \quad \begin{array}{r} -09 \\ 8 \end{array} \quad \begin{array}{r} -04 \\ 50 \end{array}$$

+61

$$\begin{array}{r} 44 \\ 50 \end{array} \quad \begin{array}{r} 48 \\ 45 \end{array} \quad \begin{array}{r} -08 \\ 28 \end{array} \quad \begin{array}{r} -16 \\ 145 \end{array} \quad \begin{array}{r} -12 \\ 9 \end{array} \quad \begin{array}{r} +02 \\ 5 \end{array} \quad 00 \quad \begin{array}{r} +03 \\ 5 \end{array} \quad \begin{array}{r} -09 \\ 7 \end{array} \quad \begin{array}{r} -08 \\ 20 \end{array} \quad \begin{array}{r} -19 \\ 32 \end{array} \quad \begin{array}{r} -12 \\ 50 \end{array}$$

+29

121 C 12" X 18" X 29¹/₂' Box @ 45° Angle.

48+41

$$\frac{-0.1}{50} \frac{+0.6}{23} \frac{-1.0}{7} \frac{0.0}{4} 0.0 \frac{0.0}{9} \frac{-0.8}{11} \frac{-4.7}{11} \frac{-5.1}{50}$$

+ 89⁵

W. Switch Ladghlin -

+86

$$\frac{-6.6}{50} \frac{-5.1}{24} \frac{-1.2}{16} \frac{-0.6}{8} \frac{0}{5} 0.0 \frac{0.0}{12} \frac{-0.8}{15} \frac{+1.5}{22} \frac{-0.8}{34} \frac{-0.9}{45} \frac{-3.0}{50}$$

47+11

$$\frac{0.0}{50} \frac{+0.1}{14} \frac{-1.0}{8} \frac{0.0}{5} 0.0 \frac{+0.1}{5} \frac{-0.9}{8} \frac{+0.7}{12} \frac{0.0}{24} \frac{-2.1}{40} \frac{-2.5}{47} \frac{-2.5}{50}$$

+63

£ Farm Road Xing

+61

Tel. Pole 44' R.

46+41

$$\frac{-2.2}{50} \frac{-3.1}{31} \frac{-0.9}{8} \frac{+0.3}{5} 0.0 \frac{+0.3}{5} \frac{-1.0}{9} \frac{-0.1}{13} \frac{-2.1}{37} \frac{-0.2}{44} \frac{-0.2}{50}$$

45+61

$$\frac{-0.7}{50} \frac{-2.5}{33} \frac{-1.3}{22} \frac{-0.9}{8} \frac{+0.3}{5} 0.0 \frac{+0.3}{5} \frac{-0.7}{9} \frac{-3.8}{21} \frac{-1.5}{28} \frac{-4.1}{42} \frac{-2.4}{50}$$

51+26

+61

+31

Tel. Pole 44' Rt -

+125

Farm Road Xing -

6350+11

+71

48+91

+56

Tel. Pole 44' Rt -

$$\begin{array}{cccccccccccc}
 & -2\frac{1}{50} & -\frac{12}{36} & -\frac{05}{11} & -\frac{10}{8} & \frac{00}{5} & \frac{00}{00} & \frac{00}{17} & -\frac{1}{21} & -\frac{24}{36} & -\frac{20}{64} & -\frac{45}{81} & -\frac{102}{100} & \textcircled{24} \\
 & +\frac{06}{50} & +\frac{10}{32} & -\frac{28}{20} & -\frac{08}{10} & -\frac{09}{7} & \frac{0}{5} & -\frac{01}{18} & -\frac{09}{20} & -\frac{32}{32} & -\frac{37}{50} & -\frac{42}{64} & -\frac{25}{71} & -\frac{06}{100}
 \end{array}$$

$$\begin{array}{cccc}
 +\frac{07}{50} & \frac{00}{5} & \frac{0}{0} & -\frac{01}{18} & -\frac{12}{27} & -\frac{43}{38} & -\frac{43}{50}
 \end{array}$$

$$\begin{array}{ccccccc}
 +\frac{05}{50} & +\frac{07}{15} & -\frac{10}{7} & \frac{0}{4} & \frac{00}{00} & \frac{00}{17} & -\frac{06}{18} & -\frac{07}{25} & +\frac{02}{27} & -\frac{42}{50}
 \end{array}$$

$$\begin{array}{ccccccc}
 \frac{00}{50} & +\frac{03}{12} & -\frac{1}{7} & \frac{00}{4} & \frac{00}{00} & \frac{00}{12} & -\frac{06}{14} & -\frac{01}{24} & -\frac{16}{35} & -\frac{14}{45} & -\frac{27}{50}
 \end{array}$$

55+43 Tel Pole 44' R+

54+66

$$\frac{-27}{50} \frac{-07}{7} \frac{0}{5} 0 \frac{00}{29} \frac{-22}{37} \frac{-20}{44} \frac{-03}{50} \frac{+12}{100}$$

+66 Tel. Pole 44' R+

53+66

$$\frac{-07}{50} \frac{-20}{44} \frac{-08}{7} \frac{0}{5} 0 \frac{-01}{18} \frac{-07}{20} \frac{-07}{28} \frac{-25}{36} \frac{-25}{41} \frac{00}{47} \frac{+04}{100}$$

52+66

$$\frac{+02}{50} \frac{-08}{7} \frac{0}{5} 0 \frac{0}{18} \frac{-26}{36} \frac{-20}{50} \frac{-35}{71} \frac{-08}{79} \frac{+12}{100}$$

+98 Tel. Pole 44' R+

51+91

$$\frac{-07}{50} \frac{-10}{8} \frac{0}{5} 0 \frac{-03}{17} \frac{-13}{20} \frac{-21}{45} \frac{-17}{60} \frac{-15}{72} \frac{-11}{95}$$

~~4~~

60+41

3' Oak Tree 19' Lt.

L

(25)

6359+91

$$\frac{-01}{50} \quad \frac{-08}{7} \quad \frac{2}{5} \quad \frac{0}{18} \quad \frac{-06}{20} \quad \frac{-11}{40} \quad \frac{00}{100}$$

58+91

$$\frac{0}{50} \quad \frac{0}{22} \quad \frac{-08}{7} \quad \frac{6}{5} \quad \frac{0}{18} \quad \frac{-12}{20} \quad \frac{-23}{58} \quad \frac{+09}{100}$$

59+00 Tel Pole 44' Rt

57+91

$$\frac{+08}{50} \quad \frac{0}{15} \quad \frac{-10}{7} \quad \frac{0}{5} \quad \frac{0}{18} \quad \frac{-08}{20} \quad \frac{-27}{67} \quad \frac{-03}{88} \quad \frac{+02}{100}$$

57+19 Tel Pole 44' Rt

56+91

$$\frac{+11}{50} \quad \frac{-03}{9} \quad \frac{-10}{7} \quad \frac{0}{5} \quad \frac{0}{18} \quad \frac{-10}{20} \quad \frac{-11}{36} \quad \frac{-08}{70} \quad \frac{-29}{82} \quad \frac{-03}{94} \quad \frac{-03}{100}$$

55+41

$$\frac{-13}{50} \quad \frac{-23}{43} \quad \frac{-09}{7} \quad \frac{0}{5} \quad \frac{0}{18} \quad \frac{-11}{20} \quad \frac{-19}{35} \quad \frac{+06}{100}$$

$$63+91$$

$$\frac{+04}{50} \frac{+14}{35} \frac{+06}{11} \frac{-14}{8} \frac{0}{50} \frac{0}{18} \frac{-14}{21} \frac{+16}{25} \frac{+32}{100}$$

$$63+91$$

Tel. Pole 44' RT.

$$62+91$$

$$\frac{+14}{50} \frac{+24}{32} \frac{+18}{16} \frac{-02}{14} \frac{+04}{12} \frac{0}{18} \frac{-13}{21} \frac{+22}{25} \frac{+32}{100}$$

$$62+23$$

Tel Pole 44' RT.

$$61+91$$

$$\frac{+08}{50} \frac{+16}{16} \frac{-15}{13} \frac{+03}{11} \frac{0}{18} \frac{-18}{20} \frac{+19}{25} \frac{+13}{100}$$

$$61+21$$

Farm Road Xing

$$60+91$$

$$\frac{-05}{50} \frac{-10}{13} \frac{+02}{10} \frac{0}{18} \frac{-14}{21} \frac{+02}{25} \frac{+16}{100}$$

$$6360+71$$

Tel. Pole 44' RT.

⌵

- REDWOOD VALLEY -
 - X-Sections For Proposed Track Changes -
 2-13-15
 N. K.

gk. Berry
 D. J. Lee

65+52 Tel Pole 44' R+

65+41

$$\begin{array}{cccccccccc} +14 & +26 & +13 & -14 & 0 & 0 & -14 & +19 & +25 \\ \hline 50 & 30 & 15 & 10 & 6 & 10 & 15 & 24 & 50 \end{array}$$

+70
+05
3537+00

$$\frac{0}{00} \frac{0}{5} \frac{-11}{7} \frac{-12}{10} \frac{-32}{16} \frac{-25}{25} \frac{-33}{29} \frac{-28}{45}$$

+50

$$\frac{0}{00} \frac{0}{5} \frac{-12}{7} \frac{-13}{10} \frac{-35}{14} \frac{-30}{25} \frac{-35}{30} \frac{-30}{50}$$

+25

3536+00

$$\frac{0}{00} \frac{0}{5} \frac{-12}{8} \frac{-13}{11} \frac{-35}{16} \frac{-28}{25} \frac{-26}{50}$$

+77

+50

$$\frac{0}{00} \frac{0}{5} \frac{-13}{8} \frac{-15}{11} \frac{-30}{15} \frac{-30}{50}$$

3535+00

$$\frac{0}{00} \frac{0}{5} \frac{-15}{8} \frac{-15}{11} \frac{-35}{17} \frac{-30}{60}$$

Te/ Pole 22' Rt.
1° Peach Tree 30' Rt.

4' x 5' Toilet 27' Rt.

Te/ Pole 22' Rt. / 4-1' Trees to Remove
(Bet. 3536+75 and 3536+00)

- HEALDSBURG -

X-SECTIONS FOR PROPOSED SPUR TO SERVE THE SHELL CO.

AS PER SKETCH ON PAGE 28

W.T.R. 2-21-15

Elev. Top of
Tie-In
Main Line

Right

(27)

3940+20 Approx. Sta. of End 96' Trestle-

+52
3839+35

$\frac{0}{00}$ $\frac{0}{5}$ $\frac{-12}{7}$ $\frac{-12}{9}$ $\frac{-40}{16}$ $\frac{-31}{25}$ $\frac{-30}{40}$

Tel. Pole 22' Rt

+85
+55
3538+85

High water @ -0^e

$\frac{0}{00}$ $\frac{0}{5}$ $\frac{-13}{7}$ $\frac{-14}{10}$ $\frac{-40}{16}$ $\frac{-30}{40}$ $\frac{-26}{60}$

2 Willows 30' Rt. Dia-12

+50

$\frac{0}{00}$ $\frac{0}{5}$ $\frac{-12}{7}$ $\frac{-12}{10}$ $\frac{-38}{17}$ $\frac{-35}{25}$ $\frac{-22}{30}$ $\frac{-20}{50}$

3538+00
+70

$\frac{0}{00}$ $\frac{0}{5}$ $\frac{-13}{7}$ $\frac{-14}{10}$ $\frac{-28}{16}$ $\frac{-20}{25}$ $\frac{-25}{30}$ $\frac{-20}{45}$

Tel. Pole 22' Rt.

+05

1st Peach Tree 30' Rt.

FC.

Tel. Pole- 22' R7-

East End of R. of W. To Be Acquired

B.C. 50 Rf

Pt. of Xing Pot W. Line

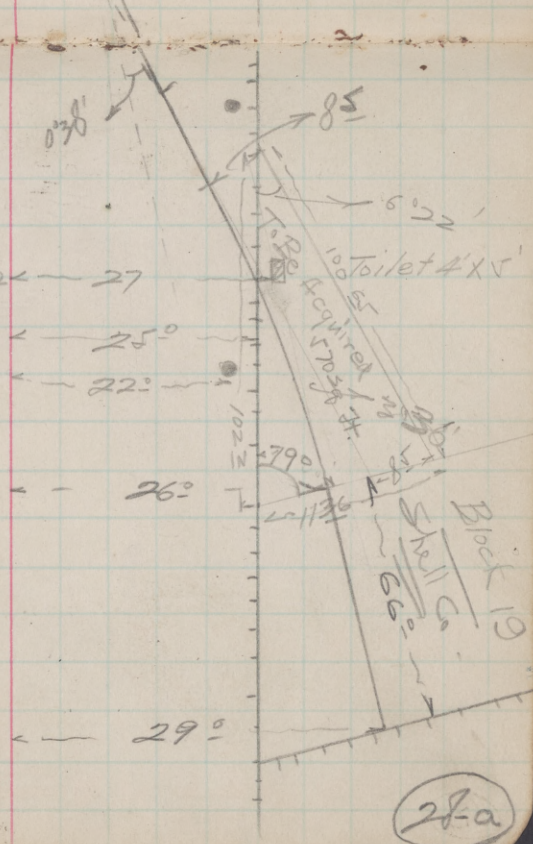
75# Steel In. W. L.

Tol. Pk 22' x 7-

2+934 E.C. 26' From Main Line.

End of Track opposite 29' R+

15. 50 10 1



IN DEPOT

DE

1108
Lanes

FROM NORTHWESTERN PACIFIC R. R. CO. **North**
ING PROPERTY IN GOOD ORDER, FROM

177
10

18
26
216
54

Rank

Welling

FREIGHT CAREFULLY BEFORE SIGNING
CHARGES AGREE WITH EXPENSE BILL

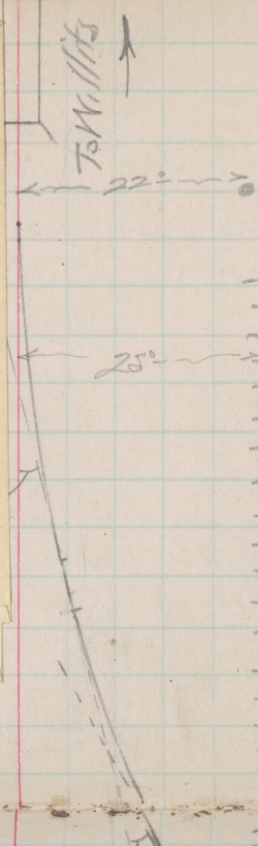
B

ERED

190

BY

OUR AGENTS OR THEIR CLERKS ARE NOT PERMITTED



- HEAD BUREAU -

Prep. Spur to serve Shell Co. of California
for X-sections see page 27

W. T. R.

(28)

2-21-15

Length = 127

LOCATION IN DEPOT

DE

[ENTER]

RECEIVED FROM NORTHWESTERN PACIFIC R. R. CO.
THE FOLLOWING PROPERTY IN GOOD ORDER, FROM

North

☒ EXAMINE FREIGHT CAREFULLY BEFORE SIGNING
☒ SEE THAT CHARGES AGREE WITH EXPENSE BILL

NO OF W. B.

DATE OF W. B.

CAR NUMBER
AND INITIAL

FREIGHT DELIVERED 190 BY

OUR AGENTS OR THEIR CLERKS ARE NOT PERMITTED

1108
Lanes

2" Math Net

187.8

18
216
54

Jack
Haldsburg

to Track

25.1
3.22-15

WILL OIL ON AL

SPUR AT HEALDSBURG

To Willits

HEALDSBURG

Prop. 3 pur to serve Shell Co. of California
for X-sections see Page 27

N. T. R.

2-21-15

28

FL.

Tel. Pole- 22' R7-

East End of R. & W. To Be Acquired

B.C. $\sqrt{0} R+$

A. of Xing Pot W. Line

Tol. Pk 22' x 7-

3535+956 Calculated Prop Line Intersection

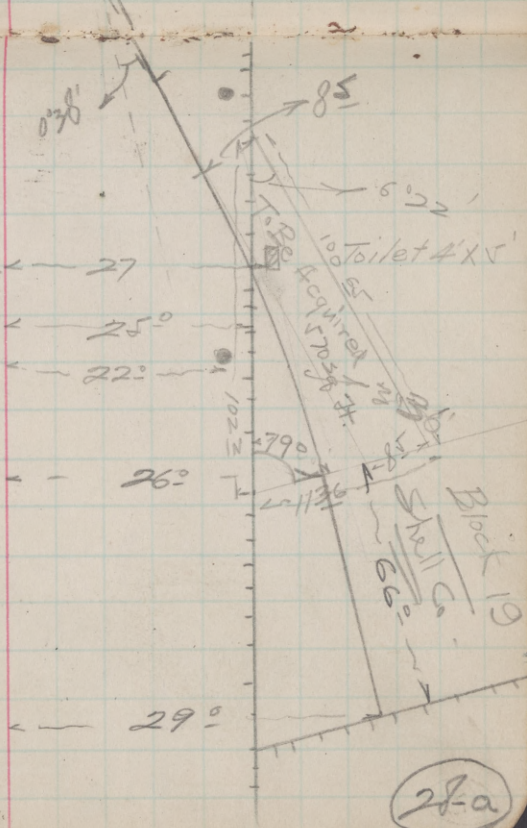
2+934 E.C. 26' From Main Line.

$$\begin{array}{r} 3 + 55 \underline{4} = \\ 3535 + 30 = \end{array}$$

End of Track opposite 29' RT

75# Steel Sw. M. L.

15.50 10 1



ORDER

WILLITS, 190
[IF RE-BILLING, GIVE REFERENCE TO PREVIOUS BILLING]

Reewood Co., CONSIGNOR

WEIGHT	RATE	AMOUNT
ADVANCES		
STATE TOLL		
TOTAL		
STORAGE		

PAYABLE IN U.S. GOLD COIN

FOR CONSIGNEE

BY CLERK

INSIGEE

3540+19^E End of Trestle. 96' Length (Approx. Sta.)

39+52

Tr. Pole 22' Rt

0+00 = 3530+86^E Point of Switch -

0+35

Angle Pt. 5° 4' Lt

0+78 ±

P.F. #10 Frog -

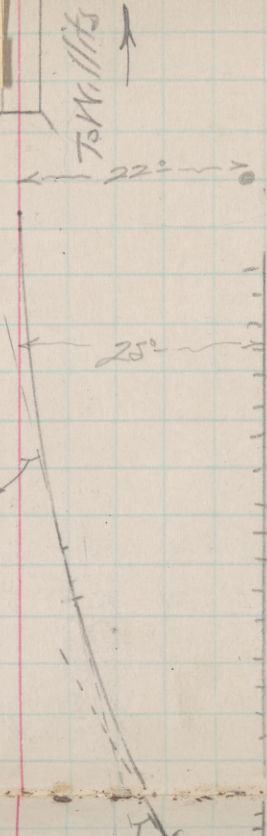
#10 Frog -

0+88 ±

B.C. 5° Lt

[5° curve Lt
Δ = 0° 38'
Length = 127]

1+01 ± EC.



- HEADS BUREAU -

Prop. Spur to serve Shell Co. of California

for X-sections (see page 2)

W.T.R.

(28)

2-21-15

$$0 + 67 = 1593 + 074$$

$$1 + 00 = 1592 + 744$$

00	50	81	104	107	127	300
00	00	-16	-50	-61	-64	-14 th
00	13	40	60	100	148	150
						160
						200
						270
00	00	-15	-47	-80	-138	
0	11	30	45	120	168	

Cazadero Crosssections of Bank

(29)

Washed out.

A.E.B. - G.B. Feb. 26 1911

&

Water floor 4' to 8' deep

$$3+50=1597+24^4$$

$$\begin{array}{r} 00 \\ 0 \end{array} \begin{array}{r} -3^1 \\ 50 \end{array} \begin{array}{r} -4^2 \\ 78 \end{array} \begin{array}{r} -14^2 \\ 90 \end{array} \begin{array}{r} -14^2 \\ 230 \end{array} \begin{array}{r} -11^2 \\ 250 \end{array}$$

$$2+25=1595+99^4$$

$$\begin{array}{r} 00 \\ 0 \end{array} \begin{array}{r} -1^1 \\ 50 \end{array} \begin{array}{r} -4^2 \\ 65 \end{array} \begin{array}{r} -3^2 \\ 43 \end{array} \begin{array}{r} -14^2 \\ 55 \end{array} \begin{array}{r} -13^2 \\ 110 \end{array} \begin{array}{r} -11^2 \\ 250 \end{array}$$

$$1+75=1595+49^4$$

$$\begin{array}{r} 00 \\ 0 \end{array} \begin{array}{r} -1^1 \\ 50 \end{array} \begin{array}{r} -4^2 \\ 72 \end{array} \begin{array}{r} -3^2 \\ 116 \end{array} \begin{array}{r} -13^2 \\ 139 \end{array} \begin{array}{r} -13^2 \\ 200 \end{array} \begin{array}{r} -12^2 \\ 375 \end{array}$$

$$0+80=1594+54^4$$

$$\begin{array}{r} 00 \\ 0 \end{array} \begin{array}{r} -1^1 \\ 50 \end{array} \begin{array}{r} -3^2 \\ 82 \end{array} \begin{array}{r} -4^2 \\ 103 \end{array} \begin{array}{r} -13^2 \\ 111 \end{array} \begin{array}{r} -13^2 \\ 161 \end{array} \begin{array}{r} -8^2 \\ 261 \end{array} \begin{array}{r} -12^2 \\ 361 \end{array} \begin{array}{r} -11^2 \\ 365 \end{array}$$

$$0+00=1593+74^4 \text{ West Line Depot.}$$

$$\begin{array}{r} 00 \\ 00 \end{array} \begin{array}{r} -1^1 \\ 50 \end{array} \begin{array}{r} -3^2 \\ 81 \end{array} \begin{array}{r} -5^2 \\ 104 \end{array} \begin{array}{r} -5^2 \\ 107 \end{array} \begin{array}{r} -14^2 \\ 187 \end{array} \begin{array}{r} -11^2 \\ 300 \end{array}$$

T.W.

Sta 7

End of Garden -

"

Elev. Top of Rail = Elev. 96⁵³

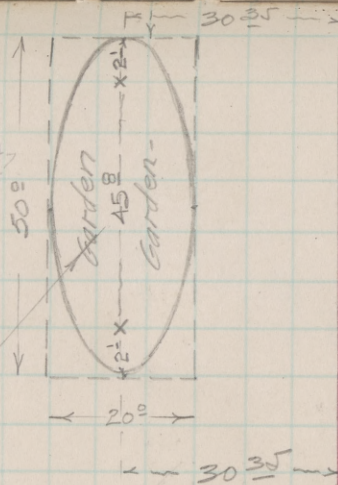
"

Elev. Plat. Curb = " 97¹³

Grade -

Elev. Prop. Garden Curb Top = 97⁸

End of Garden -



Ellipse -

Focal Distance = 2' Feet.

Length = 50 Feet

Width = 20 "

← To San Francisco.

~ MILL-VALLEY ~

Construction of Conc. Curb Around Garden

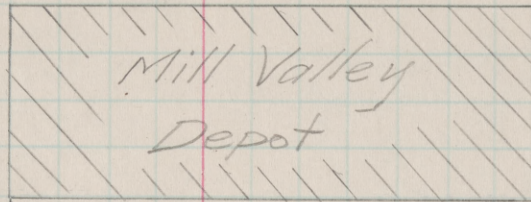
Showing Elev., Location, Shape, Etc..

W.T.R. - 3-17-15

Station

0+00

Face of Depot -



Bumper Assumed Elev. On Corner = 100.00

R.

Sta ?

End of Garden -

R. 30.35

Water Tank.
2" Water Meter.



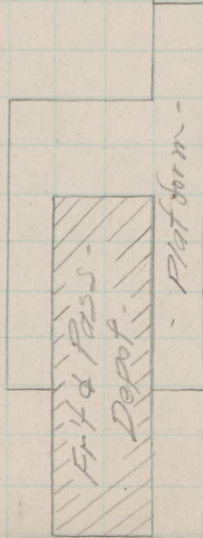
117

114

Prop. Waterhol.

Pres. Waterhol.

1878



151

139

To Willits

122

72

18



9

9

25

25

- HEALDSBURG -

Showing Location For Proposed

- New Water Column -

Also Track Temporarily Warped

To Accommodate Column -

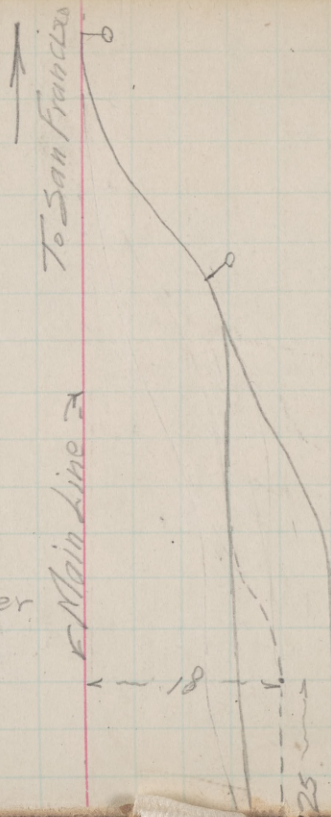
N. T. R. & Andrews -

3-17-15.

Shows Also Location of New 2" Water Meter

Installed Nov. 1914.

3-18-15



2400 2.97 100 ⁰² " " " " " " "

1450 2.83 100 ¹⁶ " " " " " " "

1400 2.69 100 ³⁰ " " " " —————

04783 2.69 100 ³⁰

— Heraldsburg —

Top of Rail Grade stakes On Prop. Shell Co. Spur

Set 3-18-15 W.T.R.

Andrews.

See Page 34 for Sketch.

B.M.

100.00

Assumed Elev. Top Spike In Tel. Pole 22' R of 3537+70

299

102.99

$$\frac{3538+78^2 \text{ P.S.} =}{0+00 \text{ P.S.} =}$$

2.46

100.53

Top of Rail

0+00

2.84

100.15

Base of Rail

0+78⁴

3.1

99.9

Pt of #9 Frog

3.8

99.2

Base of Rail - M.L. Opp 3+50.

3+50

3.39

99.60

Top of Rail Stake

2+93

3.23

99.26

" " " "

2+57

3.13

99.86

" " " "

Set 1° Low.

56+37¹

Pres. End of Spur.

Pres. Truck 03 Below M.L.

55+74

50# Steel in Spur.

54+54⁹

54+43²

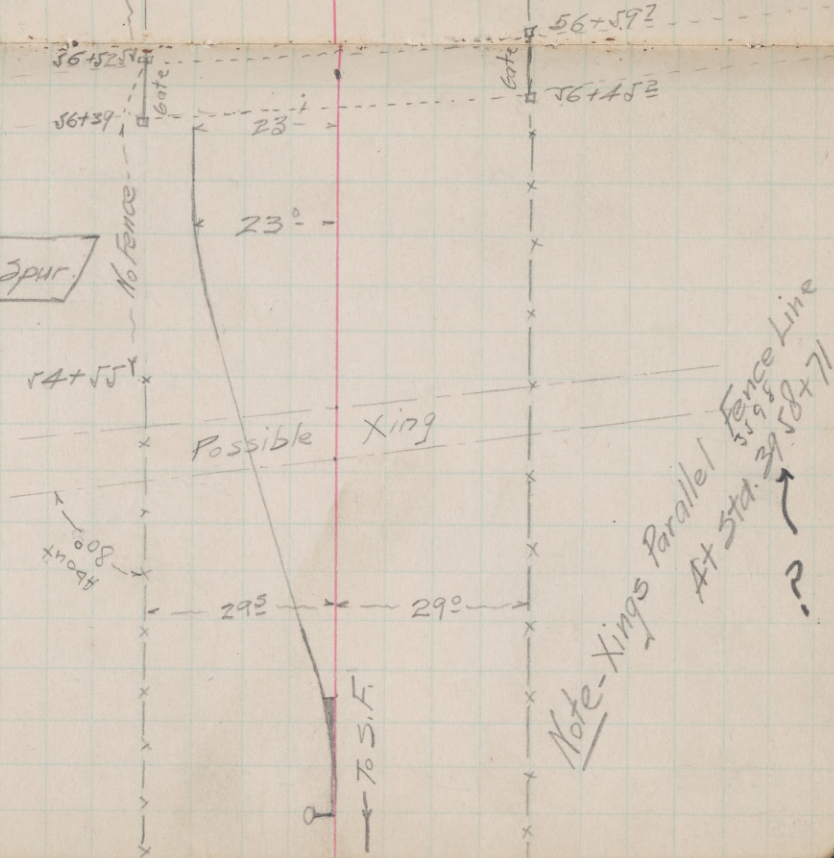
Possible Xing.

54+14⁵

Pt #10 Frog.

53+36³

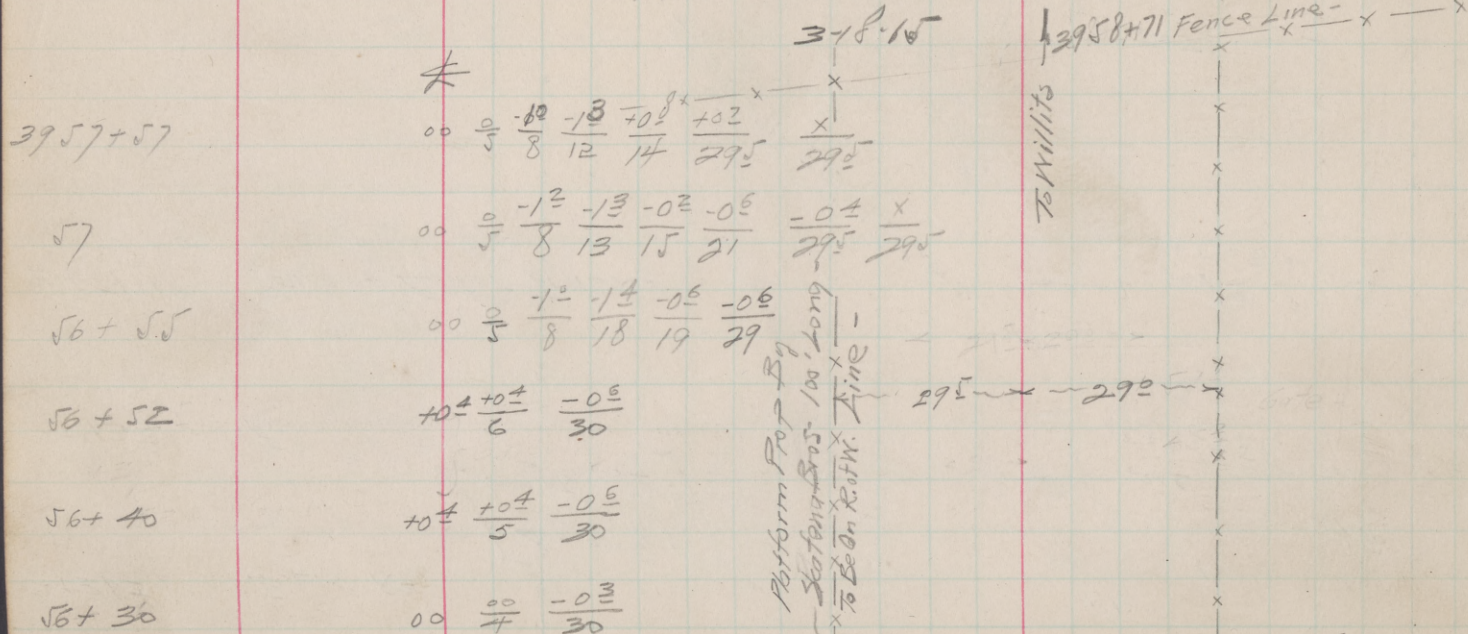
Pt. of SW



- Tosca -

(33)

Plan & X-Sections For Prop. 120' Extension of Spur -
H. T. Richards & Andrews -



56+52

56+59

2+21±

B.C. 5° RT.

$$\left[\begin{array}{l} \Delta = 3^\circ 36' \\ \text{Length} = 72^\circ \end{array} \right]$$

2+93±

E.C.

3+51

Fence & End of Track.

3+35+71° E.C. "M.L." Curve.

To S.F.

25°

29°
3+51° End-

26±
2+93± E.C.

2+21± B.C. 5° RT.

2° 36'

- HEALDSBURG -

Final Location For Prop. Spur For Shell Co.

For Grades, Top of Rail, Etc. - See Page 32

3-18-15 W.T. Richards

W.S. Andrews -

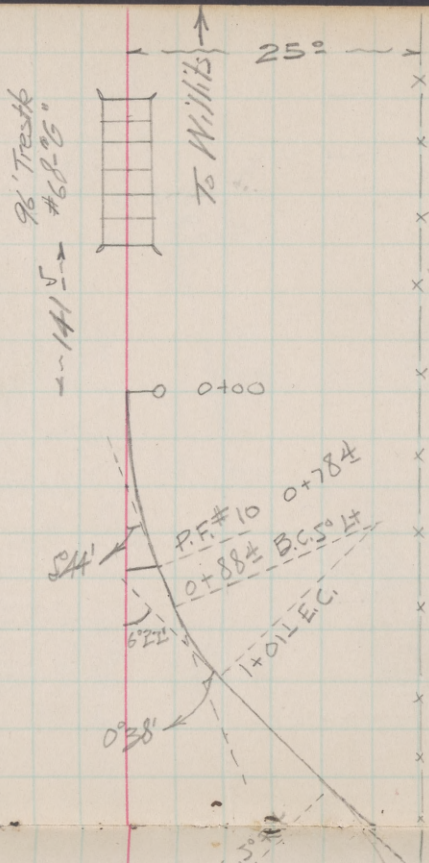
$3538 + 782$ P.O.T. =
0+00 P.S. =

0+31° P.I. 5° 44' Lt

0+784 P.F. #10
0+884 B.C. 5° 24' -

1+011 E.C.

$\Delta = 0^\circ 38'$
Length = 122



TIBURON -
Location New Lantern House -

5-11-15 N.T.R.

Andrews & Fee -

356 + 30 $\frac{1}{2}$

W.L. Lantern Ho.

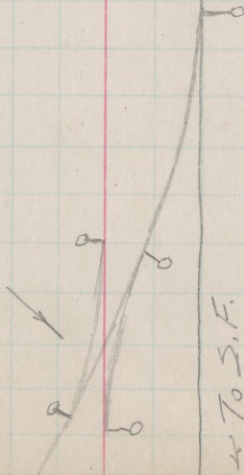
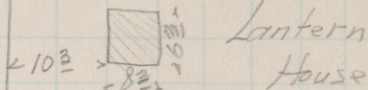
355 + 98 $\frac{1}{2}$

P.2 -

353 + 73 $\frac{1}{2}$

W.L. Transformer Ho.

To San Rafael



(35-9)

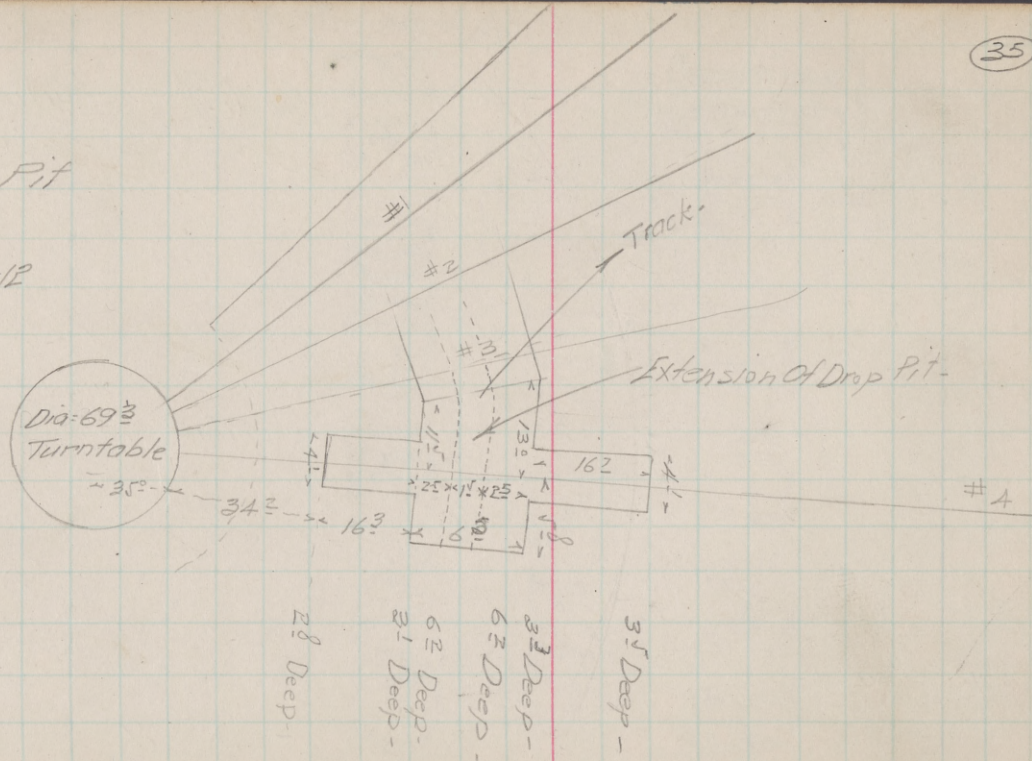
- TIBURON -

Location of New Drop Pit

Under Pit Track #4

N.T.R. - 5-11-12

Andrews & Fee



Point of Switch To End- 5-17-15

Track #28

W.T.R. - Andrews & Fee.

13+58⁰

P.S.

12+94⁶

P.F. #9 Rigid

6+80

2' Board Walk-

6+36⁶

E.E. Wharf-

5+63⁸

P.S.

4+90²

P.F. #8 (In Track #29) Rigid-

0+09⁵

End of Bumper Rails

0+00

Face of Bumper-

9+462- } 14³ - Carnegie 592-

8+859 } 30² - Carnegie 592-

50# Scranton 83

With Exception

of 44⁵ Ft Carnegie 592 Prob-60#

19'-70# Bumper Rails -

26525-50#

44⁵-60#

Track #29

5+64⁶

Face Ellie Patent Bumper

5+55¹

Point of Bumper Rails -

0+72³

P.F. #8 Rigid (In Track #28)

0+00

P.S.

50# Scranton 83

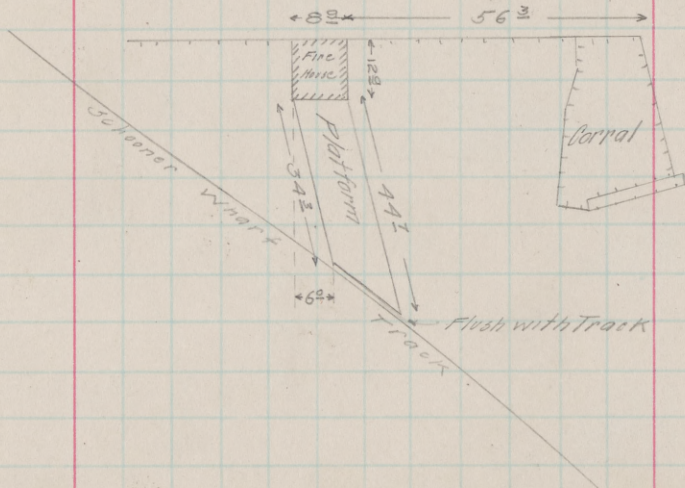
- TIBURON -

Check of Material In Tracks #28 & #29

Point of Switch To End - 5-17-15

Tiburon
Location - Fire House &
Platform

June-7-1915
W. J. A.
G. L. B.



44117
44064

Corner Concrete Sump
Corner Concrete Sump

34992

Xing Track #28

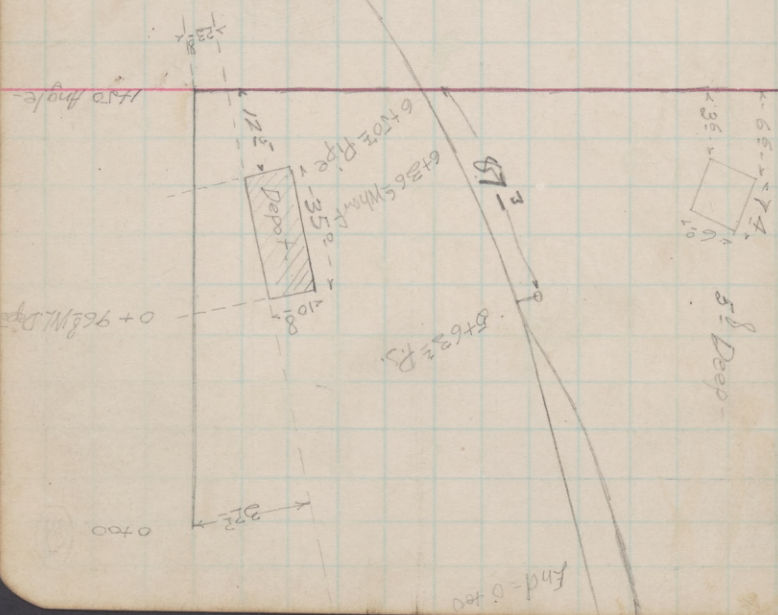
14730

Pl. Face of Depot

-TIBURON-

Location of New 8" Sewer-
Draining Round House-

Incomplete - N.T.R.
5-11-52



5+833

Center Manhole - End of 8" Pipe

5+642

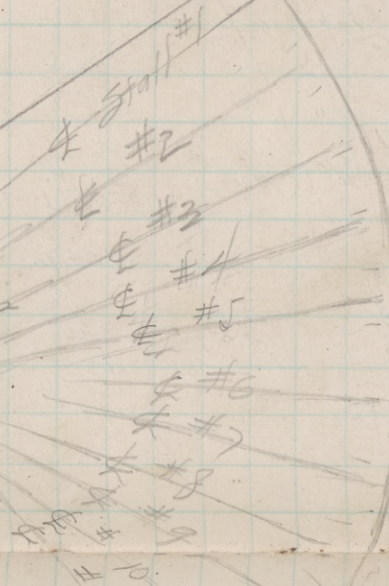
Center Sump

5+342

Center Conc. Sump

5+02

Center Sump



Over head Water

Manhole
300

(38)

Elliptical - 28 x 38
Manhole 75 Deep -
8" Pipe 55 Below Surface

135 - 5x6 Sump - 6' Deep -
Concrete

140 - 5x6 Sump 6' Deep -
Concrete

75 Dope Per Pelky -
152 - 6' Concrete Sump -
6' Deep

- Stationary Boilers -

$$353 + 73 \underline{4}$$

5-11-21

W. T. R.

P.W. 2 Boiler No. 354 + 266

P.I.L. Boiler No. 354+531

(39)

+9+20 = Angle in Platform Beg. New Plat.

9+62 = Change in Rail on Spur. 200 ft in 50# 65#

9+61 = E.E. Front Platform - End New Plat.

9+76 = Tel. Pole.

9+92 = E.E. Lou's Store.

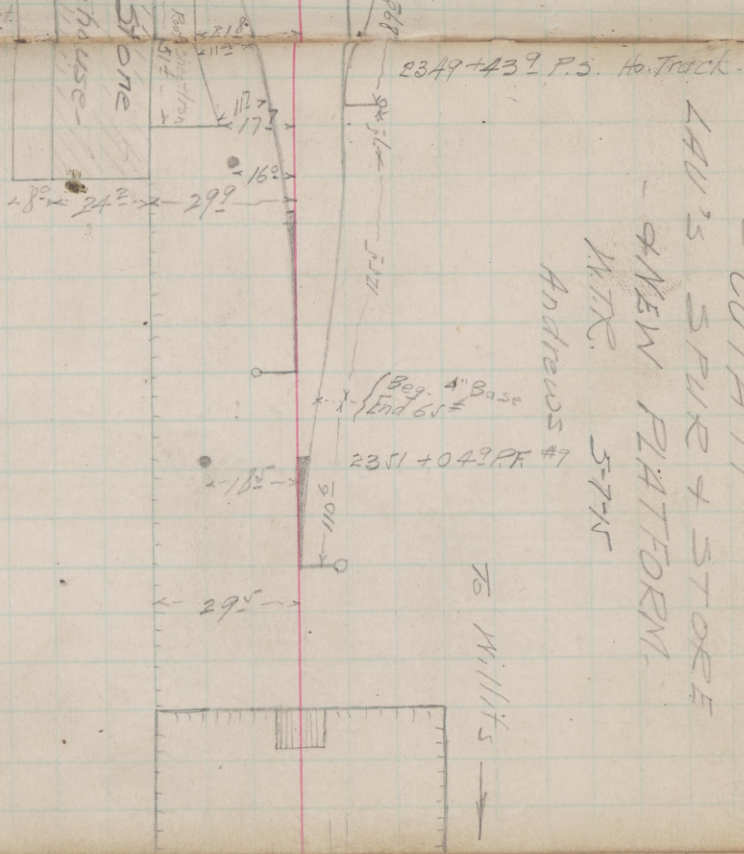
2349+69 = P.F. #9

2350+50 = P.S.

1+68 = Tel. Pole.

2352+87 = P.S. 2351+87

2353+39 = Cat. Guard & Wing Fence



End of Spur -

44

450

45-

+ 80

46

$$2346 + 321$$

W. L. Depot.

750

47

+ 283

Tel. Pok.

 $+ \sqrt{0}$

48

87282 W. E. Plafom.

8 + 34 $\frac{9}{10}$ Break in Platform -

8 + 39 = N.E. Store -

8750

8+77⁸ Angle In Platform-

11. 1. Pilon Spur Zeranton 50#

432

4/4

394

37 ✓

35

31

15

20

- Z

 $x = 2\sqrt{10} - y$ 10^2

2

20

1

$$-x/6^8$$

KE

415

4. W. 10

Depot

Note - See Page 41

Scruboakton 65#

$$2348 + 338$$

Scranton 407
6.5¢

* 2348 + 696 P.F. V House Track.
#9

2349+439 P.S. Ho. Track.

54
vii

+50

2350

+50

51

+50

52

+50

53

2353+40

0	0	-24	-21		
0	12	18	29		
0	0	-16	-30	-22	
0	8	14	18	29	
0	0	-30	-30	-22	
0	10	18	23	29	
0	0	-09	-42	-32	-22
0	6	9	17	24	29
0	0	-11	-11	-34	-28
0	5	7	11	19	23
0	0	-12	-12	-38	-28
0	5	7	10	18	22
0	0	-11	-11	-34	-30
0	5	7	11	19	25
0	0	-12	-12	-40	-42
0	5	7	10	17	23
0	0	-12	-13	-32	-31
0	5	7	10	18	29

Main line 4

(41)

COTATTI -

X-Sections To Right of Main Line.

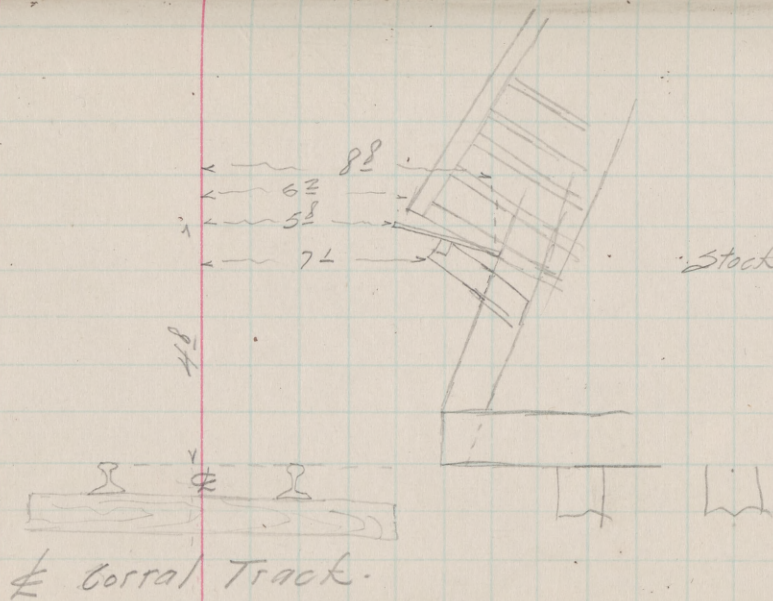
Lowering Proposed Change of Low's Spur

5-7-15

W.T.R.

Andrews -

23+3+67	End of Spur -	$\frac{0}{0}$	$\frac{0}{6}$	$\frac{-0.4}{7}$	$\frac{-0.4}{17}$	$\frac{-1.6}{30}$	$\frac{-1.5}{50}$
44		$\frac{0}{0}$	$\frac{-0.2}{8}$	$\frac{-0.2}{16}$	$\frac{-1.1}{36}$	$\frac{-1.1}{45}$	
+50		$\frac{0}{0}$	$\frac{0}{9}$	$\frac{-0.3}{20}$	$\frac{-0.8}{48}$		
45		$\frac{0}{0}$	$\frac{-0.2}{8}$	$\frac{-0.2}{16}$	$\frac{-0.7}{30}$	$\frac{-0.5}{45}$	
+50		$\frac{0}{0}$	$\frac{0}{9}$	$\frac{-1.2}{16}$	$\frac{-0.4}{25}$	$\frac{-0.2}{43}$	
46		$\frac{0}{0}$	$\frac{0}{8}$	$\frac{-0.6}{16}$	$\frac{-0.5}{18}$	$\frac{-0.5}{42}$	
+50		$\frac{0}{0}$	$\frac{+0.2}{11}$	$\frac{-0.3}{20}$	$\frac{-0.3}{40}$		
47		$\frac{0}{0}$	$\frac{-0.3}{25}$	$\frac{0.0}{35}$	$\frac{0.0}{42}$		
+50		$\frac{+0.4}{0}$	$\frac{+0.4}{10}$	$\frac{-0.4}{20}$	$\frac{-0.2}{30}$	$\frac{-1.6}{45}$	
48		$\frac{0}{0}$	$\frac{+0.2}{8}$	$\frac{-0.3}{16}$	$\frac{-0.3}{25}$		
+50		$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-1.6}{22}$	$\frac{-2.3}{29}$		
49		$\frac{0}{0}$					



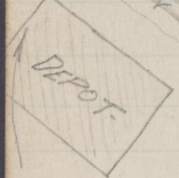
- COTATI -
Stock Chute - Clearances -
N.T.R. 5-13-15
D.J. Fee -

Cotati Water Tank -
Center of Spout On
Water Tank 12' Above
Top of Rail.

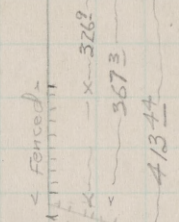
42

N.L. Depot - 2712 + 438

$3+44^3$
 $2+65^8$ } Corner 2 of old Concrete Foundation
 $2+78^2$ $\pm$ 10 Roadway



1+01² End of Present Fence

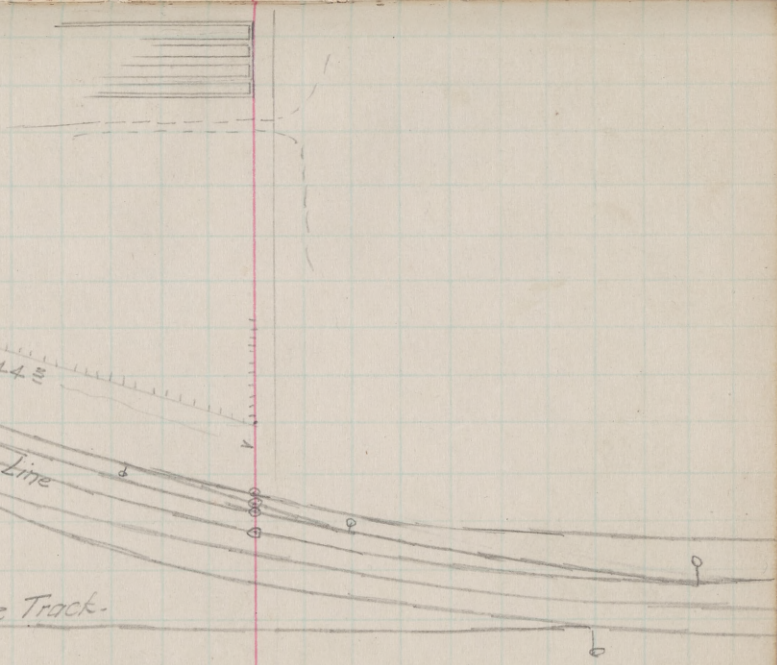


+48⁴ Corner Fence -
+26³ $\pm$ Ho. Track.
+17² $\pm$ Xover
+13² $\pm$ Pass. Tr.
0+00 = 2756 + 67² Pk. $\pm$ Main Line And Prop. Line

Main Line

Engine Track

○ Tank



7+26⁵

change in Fence -

7+13²

Break in Fence -

7+09⁶

N. L. Garage

6+95⁶

E. L. Garage

6+92³

Break in Fence -

5+81⁵

N. L. Frame Structure

5+57³⁵

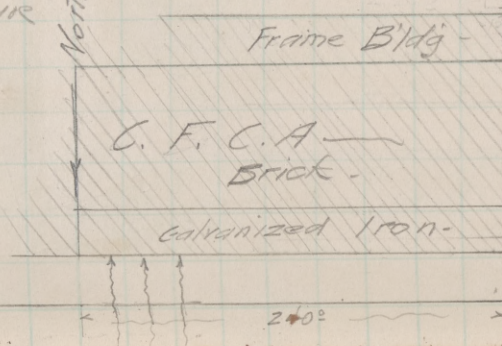
N. L. Brick Bldg -

4+65²¹ Line Brick Bldg -

4+59²⁷ Line Corrugated Iron Bldg -

4+50⁶⁴ End of Spur Track

North Curb Line 5th St -



3 1/2' Picket Fence
7' Solid Board Fence

14' x 20'3"
Garage
7' Fence

Wooden Curb

Property Line

- SANTA ROSA -

Distances, Location of Buildings, Fences, Etc.,

Along Sixth St.

5-13-15

N. T. R.

Andrews & Fee -

See 4A

(13)

Sec 43

44

Track #1

5+97⁵ P.S.
 5+62² D.K. 65# 1903
 Scranton 50#
 5+234 P.F. #9
 Scranton 50#
 0+99⁵ D.K. 65# Rail
 0+76¹ P.F. #9
 0+00 P.S.

2723+51⁰

5+97⁵

2722+47⁹

To S.F.

(20)

0+00

2722+47⁹ P.S.

17+56³

To Seaboard
 P. 42 R. Ry

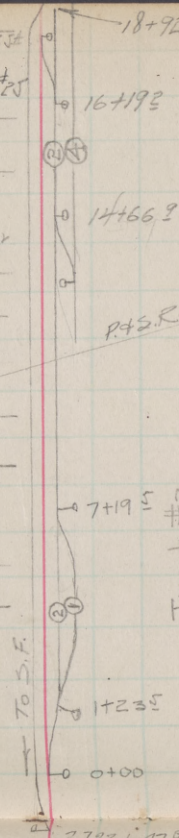
(20) (20) (20)

0+00 = 2722+47⁹

Track #2

17+56³ P.S.
 16+79⁸ P.F. #10 Frog
 65# D.K.
 16+45⁴ 50# Scranton
 50# Scranton
 8+72¹ 65# Steel
 8+60⁵ 65# Xing
 65# Steel
 8+47⁹ (P.S. Co. 50#
 Scranton 50#
 1+00⁹ Maryland 65#
 0+80² P.F. #9
 0+00 P.S.

18+92± End / Scranton 50#
 17+19± D.K. 1903-65#
 16+95± P.F. #9 Spring
 16+19± P.S. Xover to M.L. 25
 D.K. 1903
 15+91± Scranton 50#
 14+72± Scranton 50#
 D.K. 65#
 14+66± P.S. Track #24 Xover
 D.K. 65# 1903
 13+76± Scranton 50#
 Scranton 50#
 7+60± D.K. 65#
 7+64± ± 65# Xing
 D.K. 65#
 7+50 Scranton 50#
 Scranton 50#
 7+24± D.K. 65#
 7+19± P.S. Track #1
 D.K. 65# 1903-
 6+15± Scranton 50#
 Scranton 50#
 1+58± D.K. 65# 1903
 1+23± P.S. Tr. #1
 0+80± P.F. #9
 0+00 P.S.



18+92± End + Track = 2723±51±

P.S. Ry Co. x

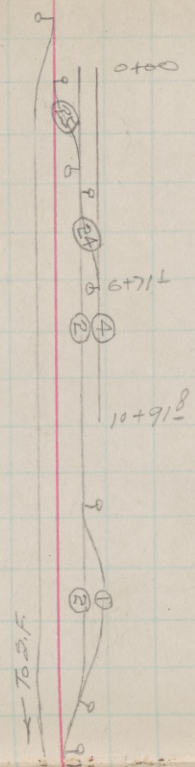
SANTA ROSA - Material In Yard Tracks -

5-13-15

N.T.R.

Andrews & Fee-

45



0+00 Begin Track-
 5+80± Scranton 50#
 D.K. 65#
 5+94± P.F. #9
 6+71± P.S. Xover-
 D.K. 65#
 6+76± Scranton 50#
 10+91± End Track-
 Track #4 -

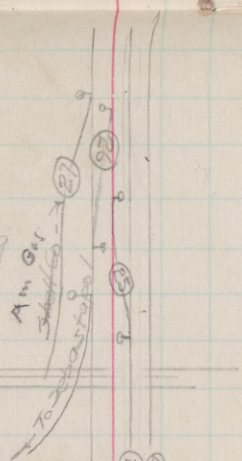
Track #25 Xover -
65# Material -

1+85² P.S. In M.L.

✓ 1+09⁴ P.F. #9 Spring

0+76⁸ P.F. #9 Spring

0+00 P.S. In Tr. (2)



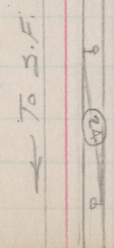
Track #24 - Xover -
65# Material

2+48² P.S. In Track (2)

✓ 1+72⁵ P.F. #9 Spring

0+77² P.F. #9 Spring

0+00 P.S. In Tr. (4)



Tr. #3

19+40² P.S.

18+59⁵ P.F. #9 - Spring -

17+32⁸ P.S. Xover from #20

16+98⁵ Scranton 50#

9+09⁷ Scranton 50#
65# Steel -

7+95⁶ P.S. Tr. #20

6+15² P.S. Tr. #13

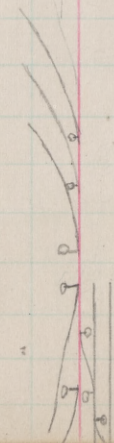
4+75² P.S. Tr. #11

3+51⁸ P.S. Tr. #14

2+55² P.S. Tr. #27

0+72² P.S. Tr. #26

0+00 P.S. Sebastopol.



Track #26 Crossover

1+82⁴ P.S. In M.L.

1+08⁵ P.F.#9 Spring ✓

0+76³ P.F.#9 Spring

0+00 P.S. In Track #3

Track #27

4+15⁶ End of Track

3+21⁸ 60# Ducree

50# Scranton

1+26³ 50# Scranton ✓

65#

0+70⁹ P.F.#9 Rigid

0+00 P.S.

Yard Tracks At Santa Rosa

5-13-10

46

6-10-15 - N. T. R. + N. J. A.

2/4/112

4 + 06

Sump.

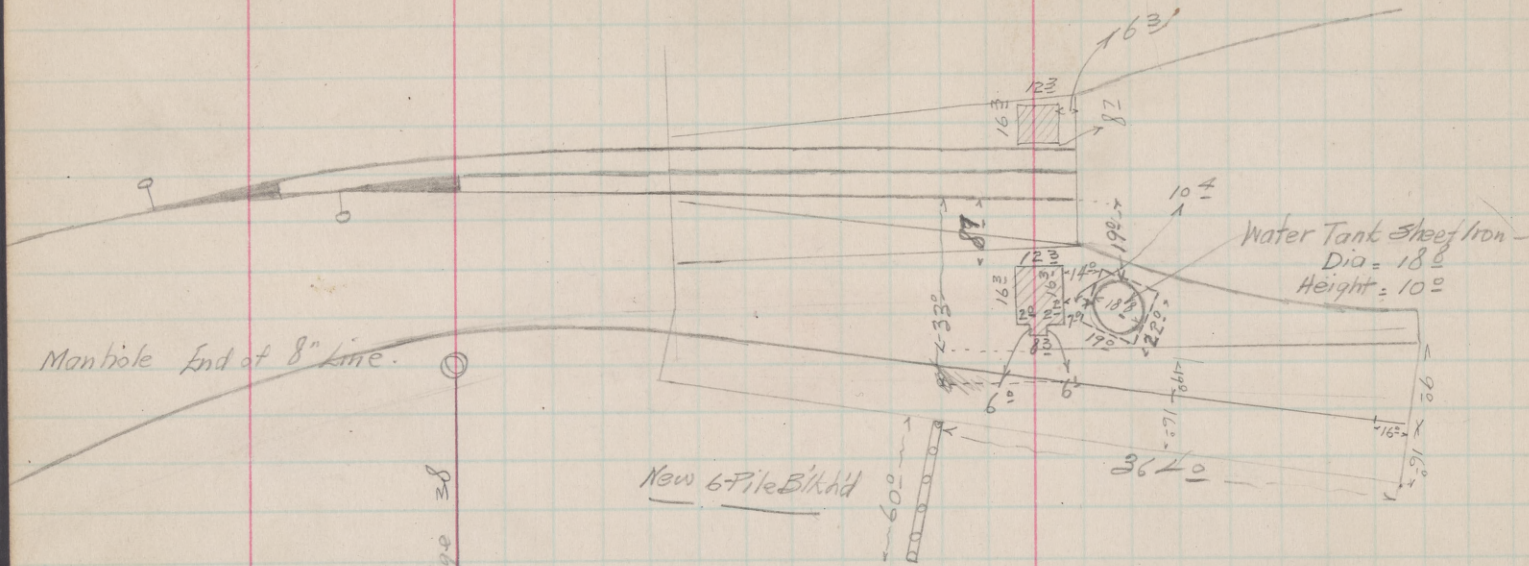
of 8" sewer.

6.6
3.6

07' x 103' - Ft.
R.N. Box.
This Portion of Pipe Taken
out By Washout -

103°
103°
148°
92°
183°

Schooner Wharf.



- TIBURON -

Location of Water Tank - Pile Bulkhead
And Old Sewer Line -

6-10-15 - N. T. R. + N. J. A.

3400

Main Line

 $2 + 63 =$

P. Stub Sw.

 $2 + 50$

2.400

1 + 50

1700

0450

0 + 0 0

P. 2.

$\checkmark 15^2 \times 7^2 \times 8^2 \times 29^2$
 $\checkmark 14^2 \times 2^2 \times 2^3 \times 25^2$
 $\checkmark 13^4 \times 18^5$
 $\checkmark 12^4 \times 10^5$
 $\checkmark 11^3 \times 4^2$
 $\checkmark 8^2$
 $\checkmark 2^5$

Diagram of a triangle with vertices labeled 0, 1, and 2. Vertex 0 is at the bottom left, vertex 1 is at the bottom right, and vertex 2 is at the top. There are also some handwritten notes like "17/2" and "1/2" near the vertices.

477

268-7

1742

- TIBURON -

Three-Throw Stub Switch

W. T. R. - W. S. Andrews

5-12-15

363 + 16 L P.S

4+83°

31⁸ 172 62 189 327

4+30

23⁸ 142 12 172 327

3+80

182 102 122 316

3+50

25+92 (2)

152 172 82 293

ROAD



11 ft

Cottage #8

186 9 ft

- TIBURON -
Location of Cottage #8.
N.T.R. N.S.A.

6-10-15

Storage & Bulkhead Track

Old Freight Depot

Scales

To San Rafael

49

$$8+32^2 = 247+46^2$$

Ins. Joint Right Rail

$$8+49^2 = 247+29^2$$

Ins. Joint Left Rail

$$8+60^2 = 247+18^2$$

Simaphones.

$$8+87^2 = 246+91^2$$

Ins. Joint Right Rail

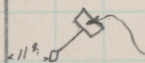
$$9+04^2 = 246+74^2$$

Ins. Joint Left Rail

$$18+59^2 = 237+19^2$$

Signal. III $\square 8^{\text{th}}$

$\square 8^{\text{th}}$ Signal. IIo



{ All trains reduce
Speed to Ten Miles
Per hour to Signal

Chapman.

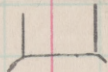
Sept-10-1915

(50)

F.H. Gilman. & W.J. Andrews.

$$0+00=255+78^9$$

West Portal Tunnel #1



$$1+14^0=254+64^9$$

Tunnel Warner. (Tickler)



$$6+47^8=249+31^1$$

Banjos Signal (Switch Signal)



$$6+87^5=948+91^4$$

Pt. Su.



0+00 = 277+1.

East Portal. Tunnel.



Chapman

Sept-10-1915

F.H.G

W.J.A.

(51)

+50

55

+50

54

+50

53

1752+8672

C.C. 3° LT.

1752+8672

C.C.

+5672

2+2672

+9672

+6672

1751+3672

B.C. T-1

3° 57'

3° 12'

2° 27'

1° 42'

0° 57'

0° 12'

0° 00'

0° 49'

0° 33 3/4'

0° 21'

0° 11 1/4'

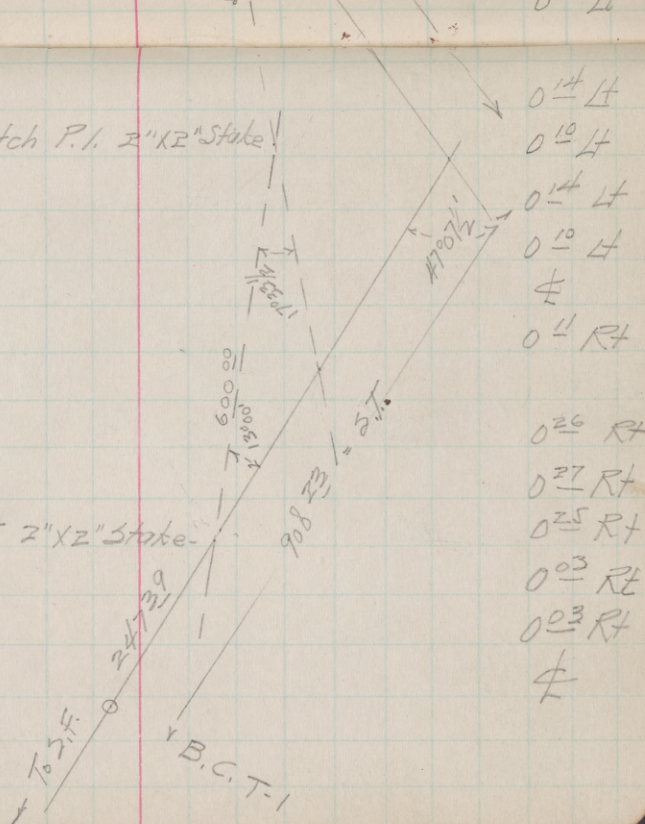
0° 04 1/2'

0° 00'

T-1 Δ 2° 15'
Arc = 1500 Ft
Chord = 1499

Dutch P.I. 2" X 2" Stake

P.O.S.T. 2" X 2" Stake



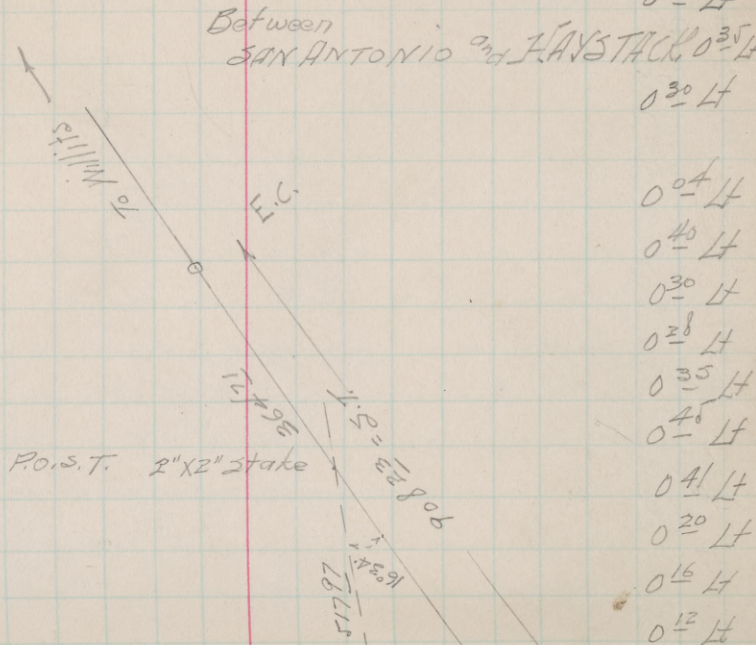
10-18-15

Alignment At M.P. 35 = 1st Curve West of Haystack-

(52)
offset to $\frac{1}{2}$
of Present Track
0°30' Lt

Station -	Description -	Deflection -	Curve Elements -
+50		14°27'	14°27'
62		13°42'	13°43'
+50		12°57'	
61		12°12'	
+50		11°27'	
1760		10°42'	
+50		9°57'	
59		9°12'	
+50		8°27'	
58		7°42'	
+50		6°57'	
57		6°12'	
+50		5°27'	
56		4°42'	

3°00' Curve to Lt
 $\Delta = 42°37\frac{1}{2}'$
Arc = 1420.83



60121
 +97⁵⁵
 +67⁵⁵
 +37⁵⁵
 1767+07⁵⁵ C.C. T-1.
 1767+07⁵⁵ C.C.
 67
 +50
 66
 +50
 65
 +50
 64
 +50
 1763

0°11¹/₄'
 0°21'
 0°33³/₄'
 0°49'
 21°18³/₄'
 21°12'
 20°27'
 19°42'
 18°57'
 18°12'
 17°27'
 16°42'
 15°57'
 15°12'

$\Delta = 2^{\circ} 11'$
 $\text{Arc} = 150^{\circ} 00'$
 $\text{Chord} = 149.99$

$3^{\circ} \text{ Curve to Lt}$
 $\Delta = 42^{\circ} 37\frac{1}{2}'$
 $\text{Arc} = 1420.83$

0°2 Lt
 0°3 Lt
 0°7 Lt
 0°13 Lt
 0°10 Lt
 0°05 Lt
 0°05 Lt
 0°25 Lt
 0°31 Lt
 0°34 Lt
 0°25 Lt
 0°20 Lt
 0°28 Lt

10-19-15

- ALIGNMENT NOTES -

East & West of M.P. 35

(53)

Stations - Description - Deflections - - Curve Elements -

Offset to $\pm$ of
Present Track

29

2°28'5"

0°07' R

+50

2°13'5"

 $\pm$

28

1°58'5"

0°03' R

+50

1°43'5"

0°02' R

27

1°28'5"

0°02' L

+50

1°13'5"

0°17' L

26

0°58'5"

0°30' L

+50

0°43'5"

0°32' L

25

0°28'5"

0°17' L

+50

0°13'5"

 $\pm$

1724 +0458

B.C. 1° R

0°00'

0°03' R

1768 +5755

F.C.

0°00'

0°01' R

68 +2755

0°04½'

0°05' L

1° Curve to R
 $\Delta = 10°03½'$
 $S.T. = 504.20$
 P.I. Set.
 Arc = 1005.83

+54²
45+24²
1844+94² B.C.T-1

0°11¹/₄'
0°04¹/₂'
0°00'

$T=1$
 $\Delta=0^{\circ}14'$
 $Arc=90^{\circ}$
 $Chord=90^{\circ}$

$\neq$
0°02' Rt
0°03' Lt

1734+104¹ E.C.
34

5°01' N. 132°

0°10'
0°15' Rt

+50
33

4°58¹/₂'
4°43¹/₂'
4°28¹/₂'

0°15' Rt
0°05' Lt

+50
32

4°13¹/₂'
3°58¹/₂'
3°43¹/₂'

0°03' Rt
0°03' Lt

+50
31

3°28¹/₂'
3°13¹/₂'
2°58¹/₂'

0°01' Lt
0°04' Lt

+50
30

2°43¹/₂'
2°28¹/₂'
2°13¹/₂'

0°05' Rt
0°17' Rt

1729+50

2°43¹/₂'

0°11' Rt

1° Curve To Rt
 $\Delta=10^{\circ}03\frac{1}{2}'$
S.T.-504²⁰
P.I. Set.
 $Arc=1005\sqrt{3}$

10-20-15 HAYSTACK - ALIGNMENT NOTES

(54)

Stations - Descriptions - Deflections

1851 + 10 ⁰³	E.C.	0°00'	$\Delta = 0^\circ 54'$ $\text{Arc} = 90^\circ$ $\text{Chord} = 90'$
+ 80 ⁰³		0°04 $\frac{1}{2}$ '	
+ 50 ⁰³		0°11 $\frac{1}{4}$ '	
1850 + 20 ⁰³	C.C. T-1	0°21'	
50		4°21 $\frac{1}{2}$ '	$\Delta = 10^\circ 31'$ $\text{S.T.} = 308.61$
+ 50		4°09 $\frac{1}{2}$ '	
49		3°39 $\frac{1}{2}$ '	
+ 50		3°09 $\frac{1}{2}$ '	
48		2°39 $\frac{1}{2}$ '	$\Delta = 8^\circ 43'$ $\text{Arc} = 435.83$
+ 50		2°09 $\frac{1}{2}$ '	
47		1°39 $\frac{1}{2}$ '	
+ 50		1°09 $\frac{1}{2}$ '	
46		0°39 $\frac{1}{2}$ '	$\Delta = 8^\circ 43'$ $\text{Arc} = 435.83$
+ 84 ²⁰	C.C. 2° Lt	0°09 $\frac{1}{2}$ '	
		0°00'	
		0°21'	

0°08 Lt

0°12 Lt

0°10 Lt

4

0°07 Lt

0°03 Rt

0°01 Rt

0°04 Rt

0°02 Rt

0°01 Rt

4

0°01 Lt

0°03 Rt

0°06 Rt

11+95²⁴

Opp. Old B.C.

11+85²⁷
+50

B.C. 7°30' Lt

11

10+50

+90

+40

9

+50

8

Fence Unchanged -

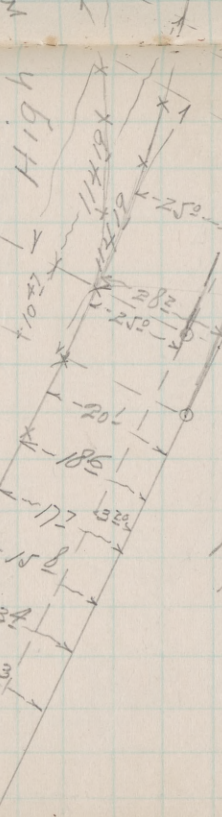
" "

Old B.C. 7°30' Lt
New B.C. 7°30' Lt

High

State
Existing
Fence

7°30'



ARC = 226.67

Highway Fence Hits R. of W. Line Here.

- McNEAR -

Fencing Along Spur Track
AND Future Proposed Main Lead-

10-19-15

W.T.R.

S.W.J.A.
G.L.B.

Total Fence to Build = 2192

2192	
806	-
463	-
650	-
4111	-

SHELL Oil Co.
Property Completely Fenced

Existing Fence



- PETALUMA CREEK -

+50

95

+53

Fence Line

+50

Rwd Stump

+25

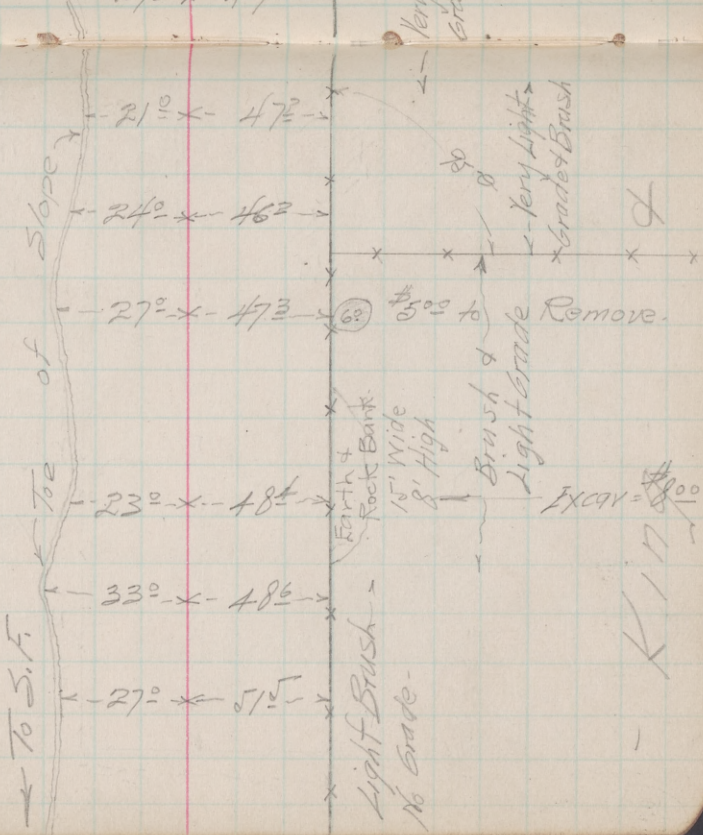
94

+75

+50

993

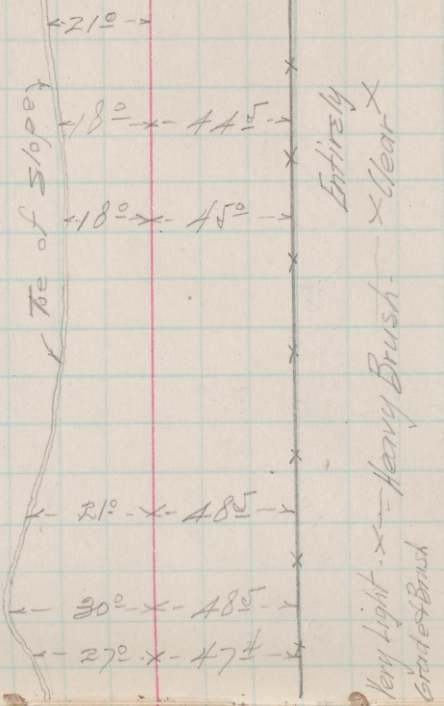
Avoiding Stumps, Depressions & Stumps.
Mill Cost Grading - 1100' @ .02 = 22.00
Clearing = 10.00
Total Estim. Cost = 32.00



96 +50
97 +25
98 +75
99 +65

BOHEMIA FOOT PATH

Constructing Path Within 50' of R. of W. Fence
Will Cost Grading - Filling at 1003 = 8.00
Excav. at 994 = 8.00
1100' @ .02 per running ft = 22.00
Clearing - 4 stumps @ 22.00 = 88.00
Brush = 10.00
Total Estimate = 88.00



Start

+64 Rwd stump

3

+15

2

+75

+26 Rwd stump -

1

2-15" Rwd -

+75

1000

Very Precipitous Bank -

Toe of Slope

30°

33°

30°

506

516

515

488

Brush

Clear -
Light Grading

Logs & Loose Stumps
To Be Rolled Out of Way

Brush

Clear -
Almost
No Grading

#1500 to Remove -
Dia = 6" Ft.

Filling #800

#1000 to Remove -

#500 to Remove -

Plotted
10/27/15
Free

- BOHEMIA -
Suggested Foot Path Outside
- Right of Way Fence -
10-14-15
- H.T.R. - G.L. Berry.

Picked Up From Rerval State 1004 + 25 = T-2.

1004 + 75 Rwd stump.

+ 65

4

To Monte Rio →

XING & STAPLETT

(57)

X 120

Cost \$15.00 to Remove

505

X { Location for Stile -
Ground At Fence Only
2 Ft Below Top of Tie }

507

X
Brush

147³/₄

8 + 91¹/₄

Machine

400¹/₂

30⁵/₈

1129

25⁰/₈

1 + 00

1/2

- FULTON -

showing shed + platform on winery spur.

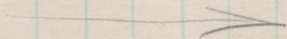
G.L.B.

M.K.

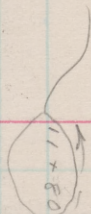
NOTE - height of shed above T.R. 17²/₈

P.S. 3007 + 63?

4-35-8



in error.



PG 1

4+235

END of track

52.5



21.5

89.5

Brick Winery

58.2

216.2

90.2

97.2

17.2

17.2

21.5

3+07.5

14.2

14.2

14.2

51.04

2+95.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

14.2

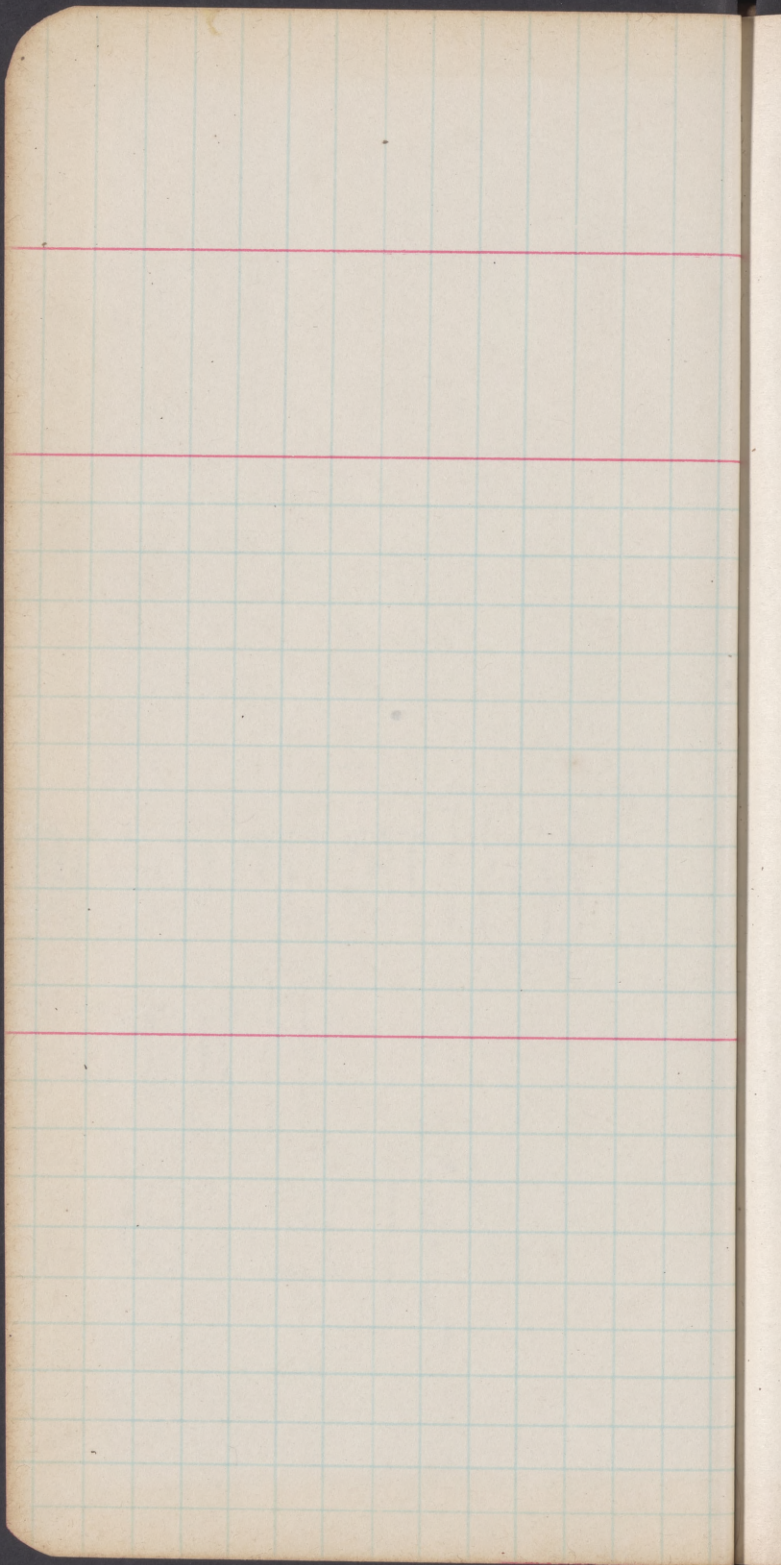
14.2

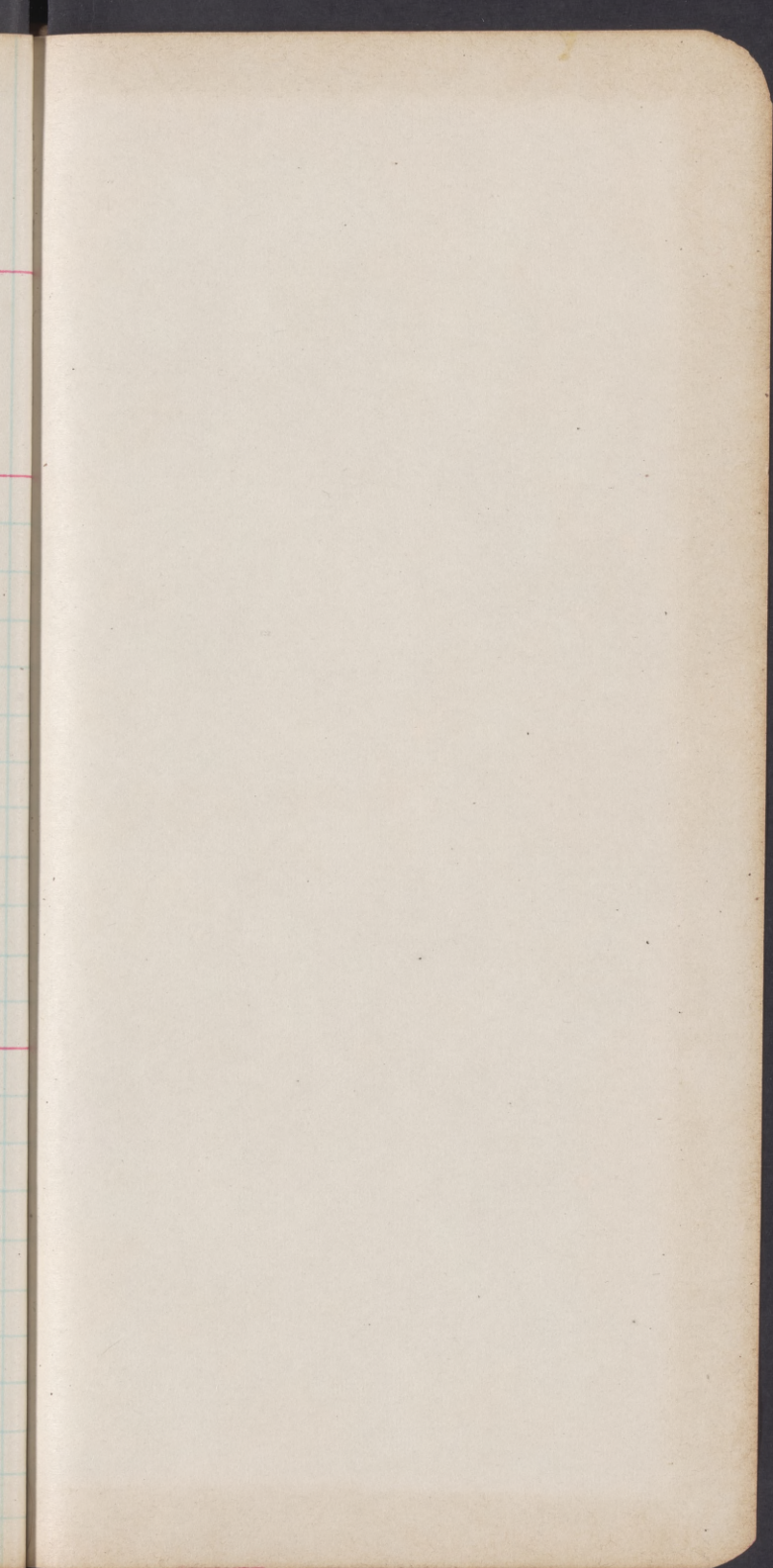
14.2

14.2

5-19-16

58





$$\begin{array}{r}
 639 \\
 34.8 \\
 \hline
 98.7 \\
 9 \\
 \hline
 85 \sqrt{78} \\
 780
 \end{array}$$

$$\begin{array}{r}
 82.9 \\
 96.7 \\
 \hline
 179.6 \\
 89.8
 \end{array}$$

$$\begin{array}{r}
 .01 \\
 50 \\
 \hline
 .60
 \end{array}$$

$$\begin{array}{r}
 7.5 \\
 (2.6) \\
 8.7
 \end{array}$$

$$\begin{array}{r}
 1.26 \\
 6.12 \\
 \hline
 7.38
 \end{array}$$

$$\begin{array}{r}
 21^{\circ} 18' 3/4 \\
 1^{\circ} 26' \\
 \hline
 22^{\circ} 44' 3/4 \\
 16^{\circ} 42' \\
 \hline
 6^{\circ} 02' 3/4 \\
 12^{\circ} 03' 1/2
 \end{array}$$

$$\begin{array}{r}
 1041 \\
 30 \\
 \hline
 3.12.30
 \end{array}$$

$$\begin{array}{r}
 5^{\circ} 01' 3/4 \\
 10 \\
 \hline
 84^{\circ} 58' 1/4
 \end{array}$$

$$\begin{array}{r}
 158 \\
 60 \\
 \hline
 9480
 \end{array}$$

$$\begin{array}{r}
 4 + 104.58 \\
 502.91 \\
 \hline
 + 07.49
 \end{array}$$

$$\begin{array}{r}
 2003 \\
 60 \\
 \hline
 120180
 \end{array}$$

$$\begin{array}{r}
 0^{\circ} 33' \\
 4^{\circ} 21' 3/4 \\
 \hline
 4^{\circ} 54' 5/8
 \end{array}$$

$$\begin{array}{r}
 1.70 = E \\
 2.35 \\
 \hline
 4.05
 \end{array}$$

